King City General Plan

CONSOLIDATED PLAN DOCUMENT

Land Use Element
Circulation Element
Housing Element
Noise Element
Conservation, Open Space, and Safety Element
Economic Development Element

KING CITY
CALIFORNIA

Planning Department
212 South Vandenhurst Ave., King City, CA 93930

November 1998

King City General Plan
December, 1998

FOREWORD AND ACKNOWLEDGMENTS

This general plan has been prepared for King City, California, a community that lies at the hub of the South County region in Monterey County, California. The planning process was initiated in early 1995 by the late Don Bates, Director of Planning and Building. Mr. Bates passed away in 1996 after 19 years as the city's Planning Director. His legacy as a planner and as a citizen is written not only into this plan, but into the physical form of the community as it continues to evolve today.

This plan was prepared by a team of consultants under the direction of Perspective Planning of San Luis Obispo, including the following: John B. Ashbaugh, AICP, Principal of Perspective Planning; John Larson, Senior Environmental Scientist, PRA Group; Keith Higgins, Higgins and Associates, traffic consultants; and Walt Bremer and Geographic Information Systems Lab at the Department of Landscape Architecture at California Polytechnic State University, San Luis Obispo.

King City staff that have assisted in preparing this plan, besides Mr. Bates, include the following: Blaine Michaelis, City Manager; Harlan Butler, Public Works Director, Dave Van Etten, Planning and Building Director; Scott Galbraith, Economic Development Director; Robert Moreno, Finance Director; and Ed Foley, City Attorney. In addition, several elected or appointed officials have met with the consultants to review early drafts of various plan elements, including Chuck Krause, Joe Grebmeier, Joe Neely, Byron Lynn, Doug Brooks, and David Layous.

The General Plan is intended to be a living document that can assist the community in understanding its past, defining its goals, responding to changing circumstances, and shaping its future. The 1998 General Plan for King City represents a significant departure from the previous plan, adopted in 1988.

The individual elements of the general plan were considered in the sequence that they are presented in this document, through the period of April, 1996 through July, 1997. The full consolidated version of this plan was first considered and approved for purposes of environmental review at hearings in October, 1997. The Environmental Impact Report was prepared and reviewed throughout most of 1998. The general plan was adopted, and the EIR was certified, at meetings by the Planning Commission and Council in December, 1998.

Members of the City Council:	John L. Myers, Mayor Richard Zechentmayer, Mayor Pro Tem Robert Tamez Byron Lynn Joseph Grebmeier	
Members of the Planning Commission:	Chuck Krause, Chair Doug Brooks, Vice-Chair Joe Soto	Susan Kleber David Layous Frank Lopez
Former Commissioners:	Elton Sundahl	Joe Neely

King City General Plan
CONSOLIDATED PLAN DOCUMENT

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INTRODUCTION

1. Organization of the King City General Plan

Under State law, cities are required to prepare and periodically update a "comprehensive, long-term general plan for the physical development of the city...", which is to be "an integrated, internally consistent and compatible statement of policies." The law requires that a general plan include seven "elements", each with specified content. These include the Land Use, Circulation, Housing, Noise, Conservation, Open Space, and Safety elements.

The State has also adopted General Plan Guidelines that spell out the manner in which a general plan is to be prepared and adopted. Basic requirements are that a general plan must consist of diagrams and text which establish the community's long-range goals and objectives regarding physical development. Both the statutes and the guidelines give broad flexibility to each community as to how these elements are to be organized, however.

Taken as a whole, the elements of the general plan are to function as a sort of "constitution" for the community. A general plan sets forth the direction of future growth and development over a long-term time horizon, typically about 20 years.

The general plan has taken on substantial legal significance in recent years, with enforceable requirements that local actions on subdivisions, development permits, public works projects, and small-scale plans ("specific plans") be consistent with the general plan. Each element must also be consistent with the other elements -- in other words, the plan must be internally consistent.

The following is a brief description of each of the elements of this general plan, as they appear within this Consolidated Plan Document.

1.1 Land Use Element

The Land Use Element is considered by many to be the most important element, because it establishes the overall density and land use type for the several districts of the community. The Land Use Element defines the character of each of the city's residential, commercial, and industrial neighborhoods, and proposes the direction of future expansion of the City's boundaries. In a sense, the Land Use Element provides the physical "vision" of the community.

The Land Use Element was last adopted by King City in 1988, and much of the area set aside for development at that time has been absorbed into the community. Thus, this new plan has been prepared to look ahead and to propose new directions for the community's growth in the future.

1.2 Circulation Element

The Circulation Element, according to the law, is to consider "the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan."

The Circulation Element is not simply a transportation plan; it deals with the most basic and fundamental infrastructure of a community: Streets, sidewalks, bicycle lanes, intersections, traffic signals, driveways and other

access roads, and even the routing of certain drainage and utility rights of way. The Circulation Element can also address issues of noise and safety, neighborhood preservation, downtown vitality, transit needs, truck routes, and even wheelchair accessibility.

1.3 Housing Element

California state law requires that each city have a housing element in its general plan (Government Code Section 65000, et seq.). The housing element must consist of:

* An assessment of housing needs and an inventory of resources and constraints to meet these needs;

* A statement of the community's goals, quantified objectives, and policies relative to the maintenance, improvement, and development of housing; and

* A program which sets forth a schedule of actions that the local government is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the housing element.

This Housing Element is intended to conform to the requirements of State law, and to provide a positive statement as to the type of balanced housing stock that King City seeks.

1.4 Noise Element

We are reared in an environment where certain levels of sound are intuitively considered by the average human being to be normal. Increasingly, however, our environment contains sounds which to the average person can be called "unwanted." Such unwanted sound is known as noise.

The State of California requires that a Noise Element be included in the General Plan of every city and county, in recognition of a need to protect citizens against the encroachment of noise into their communities and places of residence.

The Noise Element for the City of King is concerned with present and potential noise levels and with specific recommendations that the city can follow to control the various sources of community noise which affect its quality of life. The Noise Element was originally prepared in 1975, and is being updated in 1997 to reflect changing conditions (traffic volumes and land use patterns) as well as changing practices in how planning and other regulations deal with the noise environment.

1.5 Conservation, Open Space, and Safety Elements

The Conservation, Open Space, and Safety Elements are often consolidated together, because they address similar subject matter: Natural and scenic areas; agricultural lands; water supply; and hazardous areas such as floodplains and areas of high fire hazard. The Open Space Element, in particular, has very detailed requirements set forth in State law and within the general plan guidelines.

Through the Conservation, Open Space, and Safety Elements, this general plan sets forth the community's goals and policies with respect to its natural resources and how to protect them. This plan is also consistent with the community's goals in land use, circulation, housing, and overall urban growth. The goals and policies that are established in these three elements have been considered and respected when formulating the other elements of the general plan.

1.6 Economic Development Element

The law also permits--but does not require--the City to adopt any other "optional elements" of its general plan which "relate to the physical development of the ... city." Upon adoption, an optional element becomes an integral part of the general plan, with the same force and effect as the other elements.

King City has elected to adopt the *Economic Development Element* of its general plan as an optional element. The Economic Development Element has been written so as to be consistent with each of the other elements of the City's general plan. In turn, all other mandatory general plan elements--as well as zoning, subdivisions, public works projects, and specific plans--must be consistent with the Economic Development Element since it is also a part of the general plan.

The Economic Development Element is intended to function as a a fundamental part of the general plan--as an "article" within the "constitution" for the community. The general plan as a whole is intended to set forth the direction of future growth and development over a long-term time horizon, at least 20 years. The Economic Development Element provides the economic "vision" of the community, and will set forth specific policies, goals, strategies, and actions that are needed in order to make that vision a reality.

With an adopted Economic Development Element as part of this general plan, the City intends to send a clear message from its citizens, elected officials, municipal staff, and all organizations affiliated with the City as to the priority that it gives to sound and sustainable economic development.

2. Why Plan?

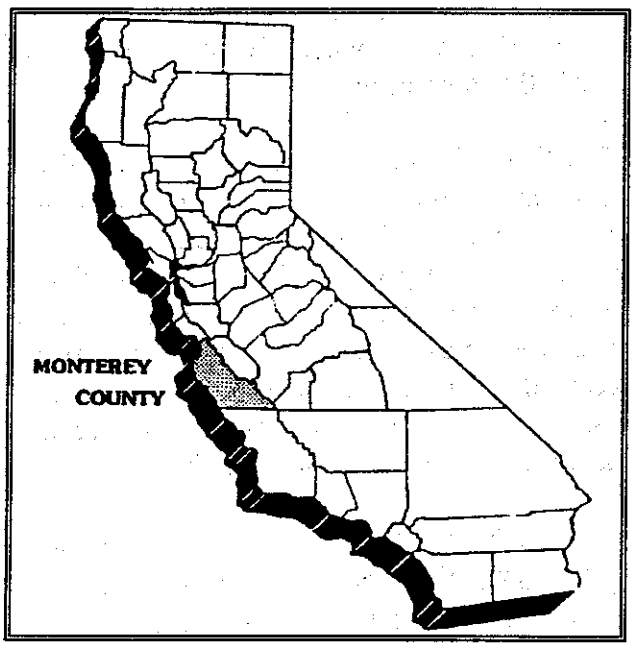
Good planning and a sound vision is a prerequisite for orderly development. In today's competitive world, a prosperous economy is possible only when a community is well planned. Economic progress only occurs when private entrepreneurs have confidence in City governance. A solid community planning process, with full participation by all those affected, is one of the best ways to obtain that confidence.

This Consolidated Plan Document provides background information about the community. It contains basic data about the community with respect to the regional setting, historic development pattern, and the Planning Area utilized in the general plan. Also included is a listing of previous adopted general plan elements, and a brief statement as to the opportunities for public participation.

It should be noted that some of the information within this introductory section is also repeated within each of the separate Elements. This repetition is a result of the fact that each element was prepared separately during a 2-year process between June 1995 and December 1997. Each of the separate Elements has also been published and may be obtained separately as a "stand-alone" document.

2.1 Regional Setting

King City is located within southern Monterey County, surrounded by rich farmland along the Salinas River. Monterey County, in turn, lies in the Central Coast of California, just south of the rapidly-growing nine-county San Francisco Bay Area.

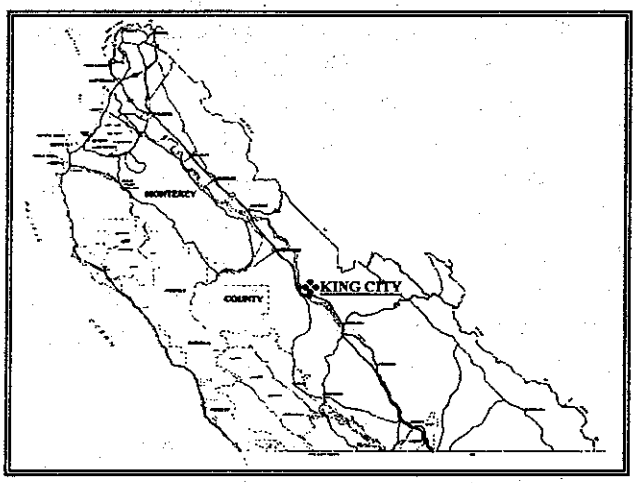


Monterey County in relation to California

From the west, Pine Canyon Creek drains a large area of the Santa Lucia Mountains and the Los Padres National Forest. These mountains rise to elevations of over 5,000 feet, and provide a rugged barrier between the Salinas Valley and the Pacific Ocean. The Santa Lucias are composed largely of metamorphic rock, with oak and pine woodlands and chaparral, giving way to grasslands in the foothills that shape the western edge of the Salinas Valley.

To the east lie the Gabilan and Diablo Ranges, mostly privately owned with the singular exception of Pinnacles National Monument. These mountains are primarily rolling, grass-covered foothills interspersed with chaparral and occasional vineyards.

The combination of deep soils and the mild climate of the Salinas Valley provides the basis for much of the economic base of Monterey County. Agriculture lies at the heart of the community's economic and cultural life in King City.



King City lies in the southern part of Monterey County

2.2 Historical Development

King City has benefitted from a compact physical layout dating from its origin in the nineteenth century. The city was originally incorporated in 1911, with 699 residents. Today, with over 10,000 residents, the community has retained much the same "small town" character that has historically provided a high quality of life.

In the late 1950's, when Highway 101 was upgraded to freeway status, it was decided by the State Highway Commission to continue to route the highway through King City rather than leave the route on the west side of the

Salinas River. This key decision assured that the community would survive economically.

In recent years, visitor-serving and highway-related development have added to the visibility of the community from Highway 101, shaped a new identity for the city, and provided an important contribution to the local economy. At the same time, the focus of commercial activity has shifted along Broadway Street from northeast to southwest, closer to the freeway. The community is just beginning to experience the significance of this shift in its business center.

In the unincorporated area surrounding King City, Monterey County land use policies have generally kept parcel sizes large in order to encourage continued agricultural uses. One area where residential use has been permitted in the unincorporated area is the Pine Canyon area to the southwest, across U.S. 101 and the Salinas River from the city.

2.3 Planning Area Definition

This General Plan addresses a Planning Area of 6,132.5 acres, which includes an area larger than the city limits. (See Figure GP-1 in Section One of this Consolidated Plan Document). There are approximately 1,448.5 acres within the City's municipal boundary, which lies wholly inside of the Planning Area. As noted in Figure GP-1, this general plan was developed using a data base of properties that included some parcels even outside of the Planning Area; the net area of all properties within the data base is 11,486 acres.

The Planning Area is restricted to areas east of the Salinas River. It does not take in areas that Monterey County has allowed to develop at suburban densities to the west of the river along Pine Canyon Road.

Beginning at the Highway 101 bridge over the Salinas River and continuing clockwise, the Planning Area takes in city-owned land to the north along the river which comprises the wastewater treatment plant and disposal areas. Going to the northeast toward the airport, the Planning Area takes in areas that had been designated in the previous General Plan as "Residential Reserve".

At the intersection of Metz Road and Airport Drive, the Planning Area extends to the northeast to take in a small amount of privately-owned land adjoining and north of the airport. Most of this property is currently located within the City limits.

South of Bitterwater Road, the Planning Area encompasses property that is primarily used for agriculture on both sides of San Lorenzo Creek. At Lonoak Road, the Planning Area cuts to the south to reach the intersection of First Street and Highway 101.

From that intersection, the Planning Area boundary takes in agricultural land within Monterey County's unincorporated area, and extends southwesterly to the Salinas River. At the river, the boundary follows the eastern edge of the river back to the Highway 101 bridge over the Salinas River.

It is important to note that the Planning Area boundary generally takes in land that is deemed to be related to, and impacted by, the planning within the City limits and "Sphere of Influence" of the City of King. The boundaries do not necessarily imply or suggest that the City considers the properties within them to be subject to annexation nor development.

Policies and action programs in each element of this general plan will address these issues

of growth and boundary expansion. The most important task for this General Plan is to establish the appropriate direction of the city's development, and to select the best strategy for achieving this vision.

2.4 Previous Adopted General Plans

The first general plan Land Use Element for the City of King was adopted in 1973, along with the Circulation, Conservation, Open Space, and Scenic Highways Elements. Two years later, the Safety, Noise, and Seismic Safety Elements were adopted. The Housing Element was first adopted in 1985, then updated in January, 1992.

Comprehensive updates to the Land Use Element and Circulation Element were adopted in 1988. (See Figure LU-1 below, 1988 Land Use Element). Because much of the land area allocated for development by that Land Use Element has since been developed, and because King City continues to grow, a new update of the Land Use Element became necessary in 1995, and work was initiated in July of that year.

2.5 Public Participation

Copies of the draft General Plan were available for public review at city hall and at the library prior to each public hearing held in order to review the draft General Plan. A public hearing was noticed at city hall and in a newspaper of general circulation. Prior to approval of the General Plan, public comments were received at several planning commission hearings and one city council hearing. The dates of the public hearings are listed below:

- King City Planning Commission: June 17, July 1, August 3, September 2, September 16, October 7, and October 21.
- King City City Council: October 28, 1997.

In addition, copies of the draft General Plan were distributed to local representatives of several community organizations for their review and comment.

The eight elements of the general plan are published and bound together in this document, along with a separate section (Section One, immediately following), which contains all of the figures and diagrams used in the general plan. Each Element may be obtained separately as well.

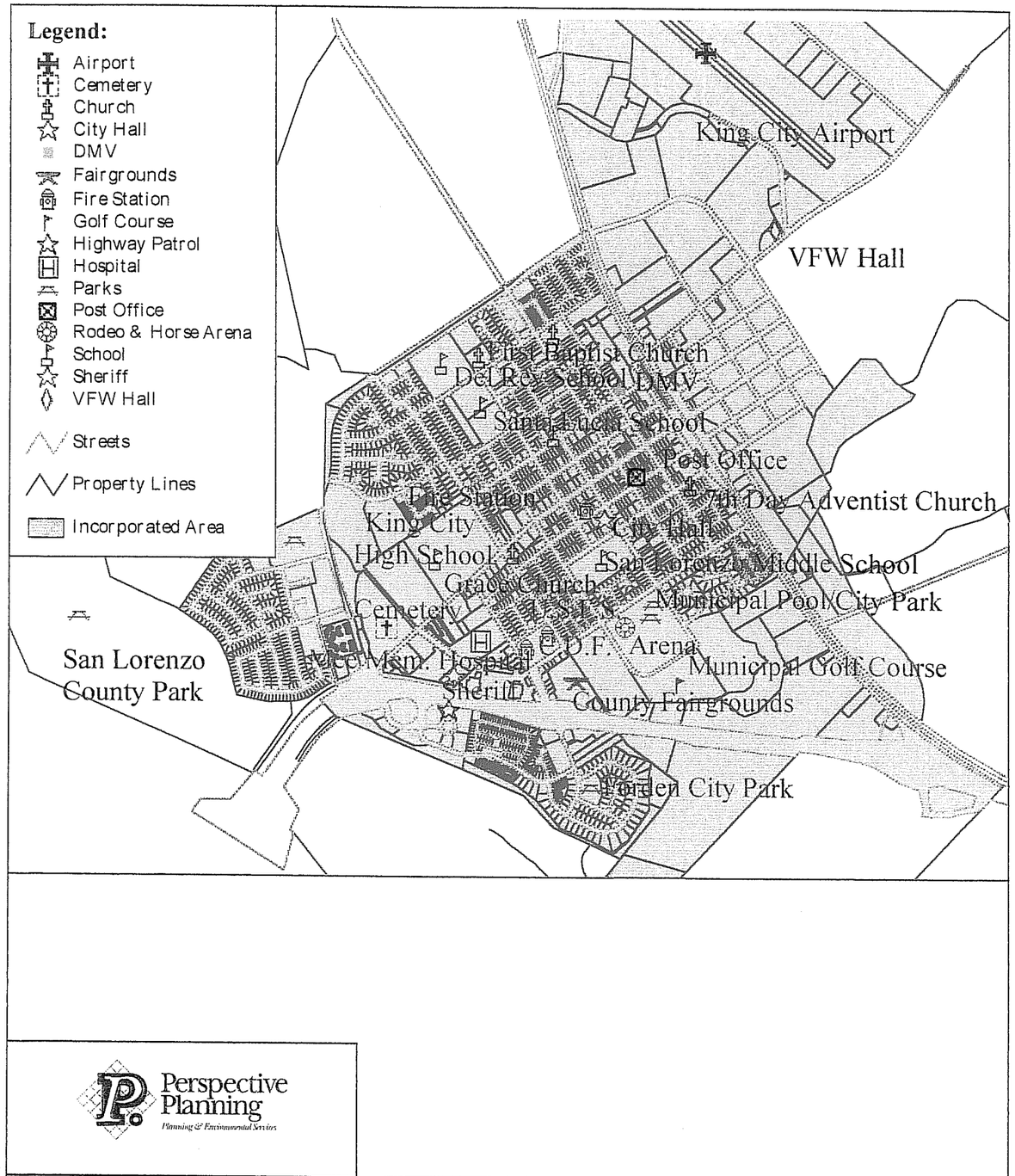
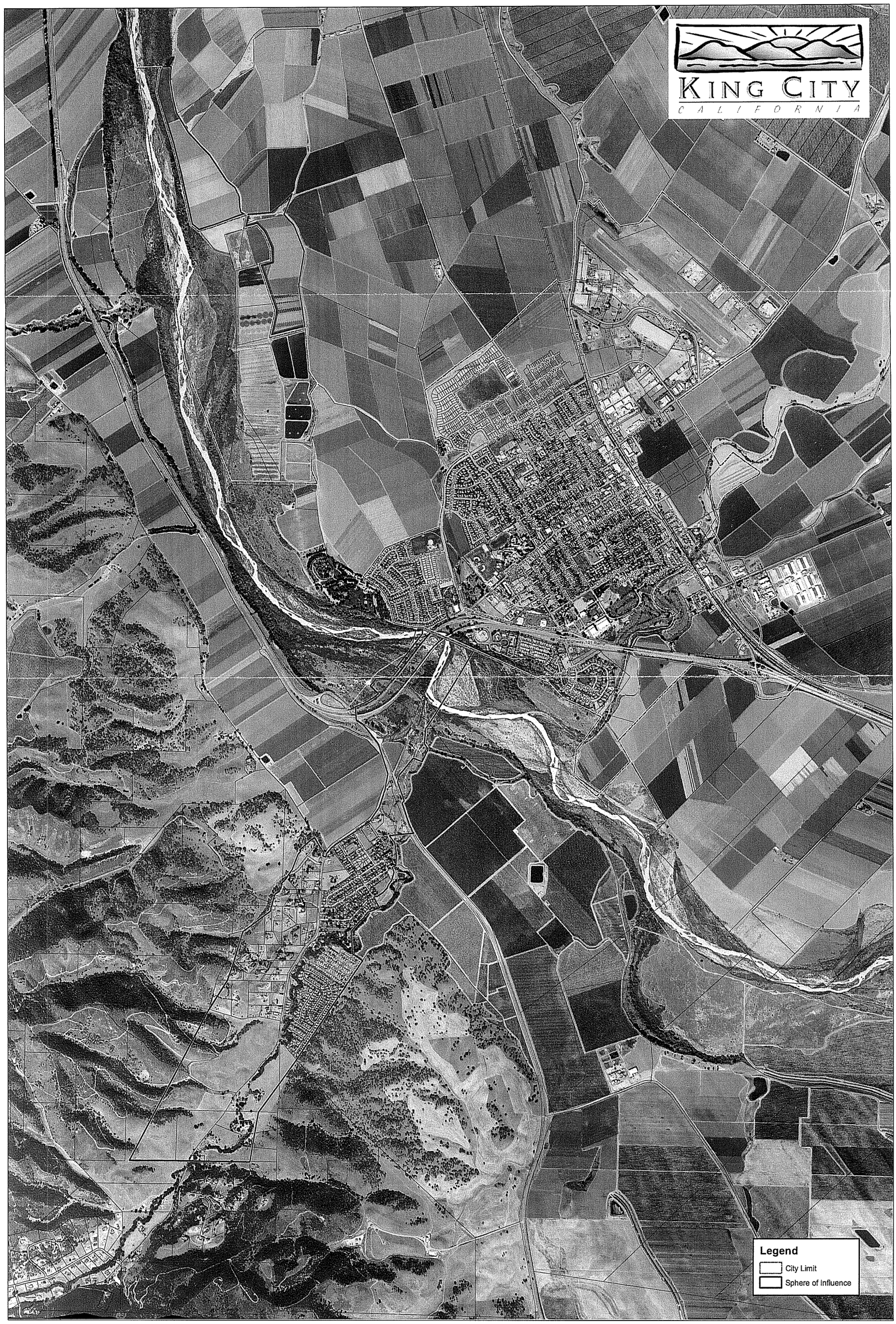


Fig. GP-3: Major King City Landmarks



0 1,200 2,400 Feet

Sphere of Influence

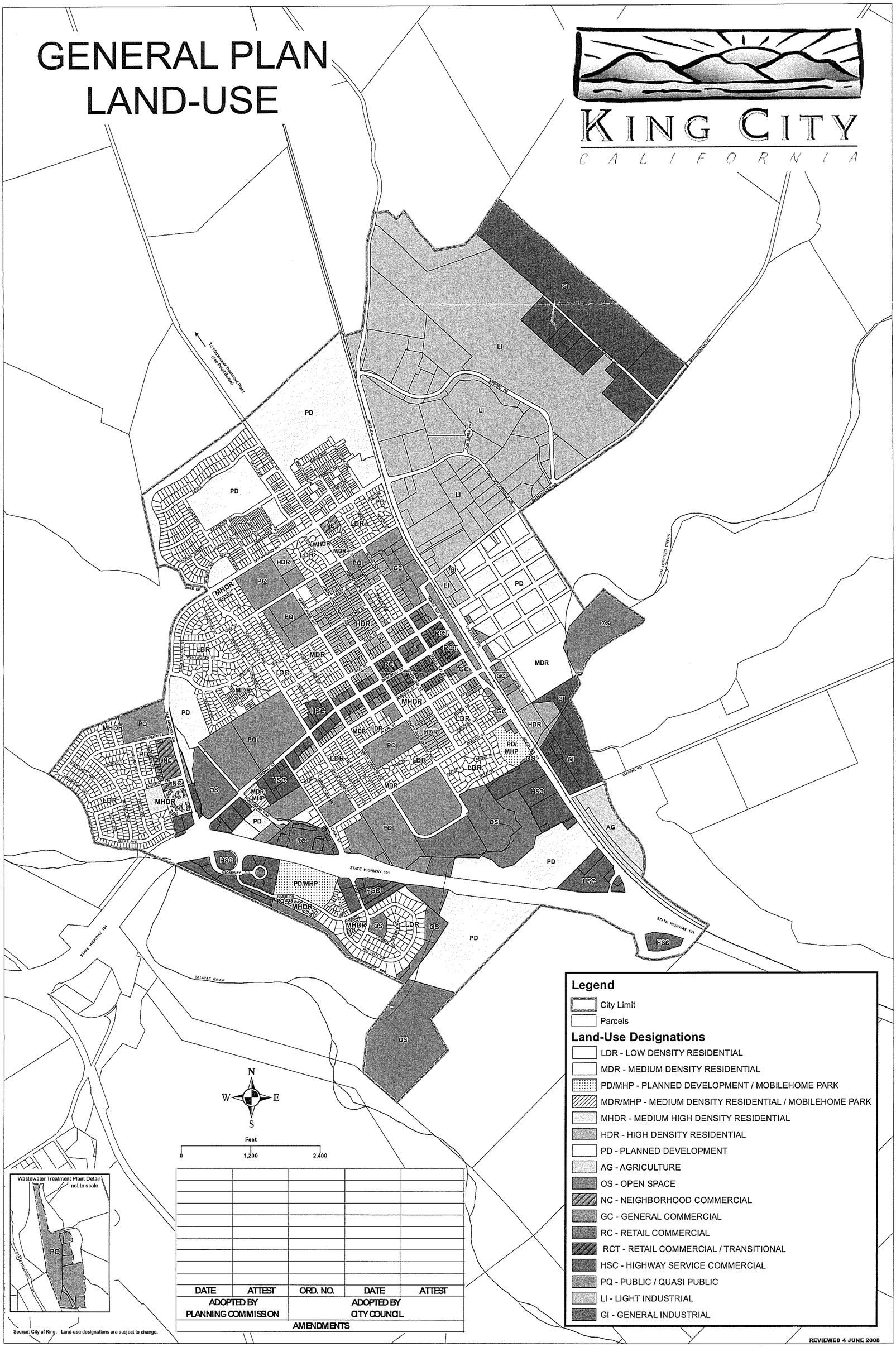
City of King City

Feature and boundary locations are approximate only.

REVISE 2/11/08

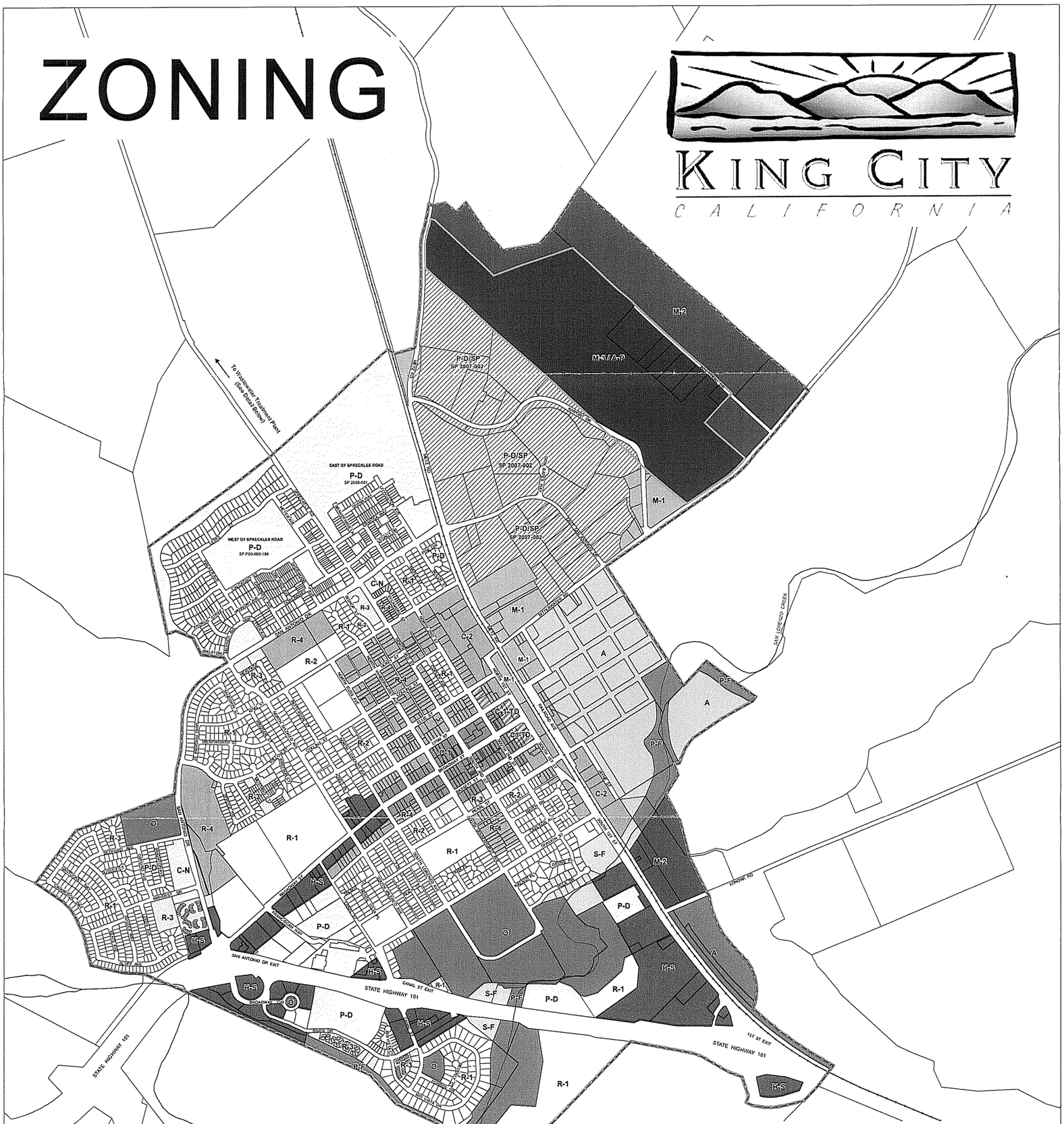
GENERAL PLAN LAND-USE

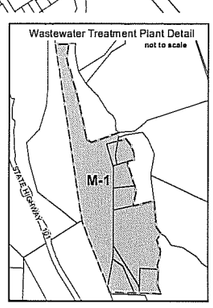
KING CITY
CALIFORNIA



ZONING

KING CITY
CALIFORNIA





N
W E
S

Feet
0 1,250 2,500

DATE	ATTEST	ORD. NO.	DATE	ATTEST
ADOPTED BY PLANNING COMMISSION		ADOPTED BY CITY COUNCIL		
AMENDMENTS				

Legend

City Limit
Parcels

Zoning District Classifications

A	AGRICULTURAL DISTRICT
R-1	SINGLE FAMILY RESIDENTIAL DISTRICT
R-2	MEDIUM DENSITY RESIDENTIAL DISTRICT
R-3	MEDIUM HIGH DENSITY RESIDENTIAL DISTRICT
R-4	MULTIPLE FAMILY RESIDENTIAL AND PROFESSIONAL OFFICES DISTRICT
C-N	NEIGHBORHOOD COMMERCIAL DISTRICT
C-1	RETAIL BUSINESS DISTRICT
C-1-TD	RETAIL-COMMERCIAL TRANSITION DISTRICT
C-2	GENERAL COMMERCIAL DISTRICT
H-S	HIGHWAY SERVICE DISTRICT
M-1	INDUSTRIAL DISTRICT
M-2	INDUSTRIAL DISTRICT
M-3	HEAVY INDUSTRIAL DISTRICT
P-D	PLANNED DEVELOPMENT DISTRICT
O	OPEN SPACE DISTRICT
P-F	PRIMARY FLOOD PLAIN DISTRICT
S-F	SECONDARY FLOOD PLAIN DISTRICT
P-D/SP	PLANNED DEVELOPMENT / SPECIFIC PLAN DISTRICT
A-P	COMBINING AIRPORT DISTRICT

Source: City of King City. Zoning classifications are subject to change.

REVIEWED 4 JUNE 2008

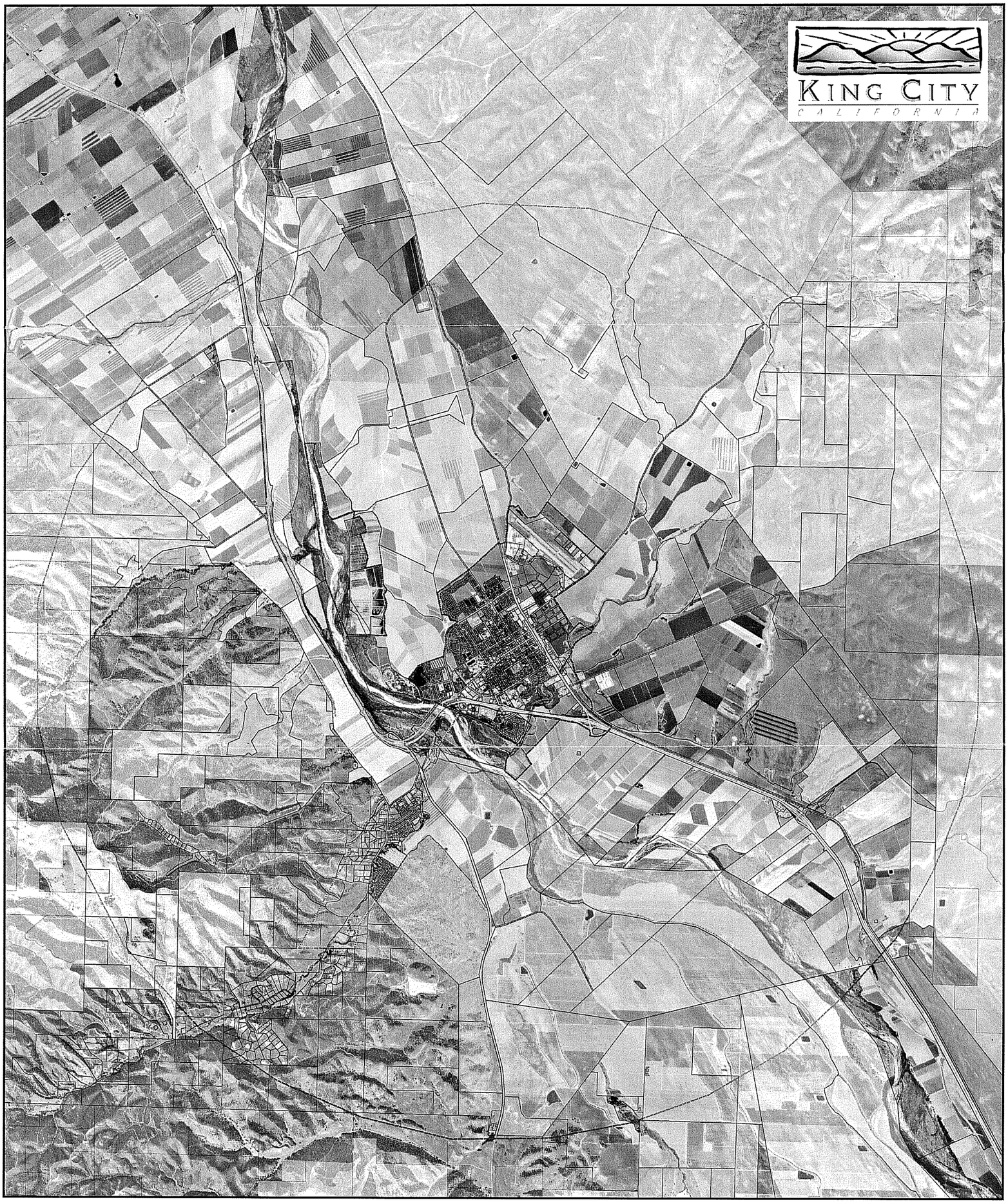
0 1,000 2,000 Feet

Zone Districts

City of King City

Feature and boundary locations are approximate only.

REVIEWED 11 MARCH 2008



0 0.4 0.8 1.2 1.6 Miles

N
W E
S

Agriculture Conservation Easements
Williamson Act Map
City of King City

Legend

- Williamson Act
- CFCP Agriculture Easement
- Proposed CFCP Agriculture Easement
- Proposed Projects
- 5 mile Limit
- City Limit
- Sphere of Influence

REVISION DATE 03-12-2008

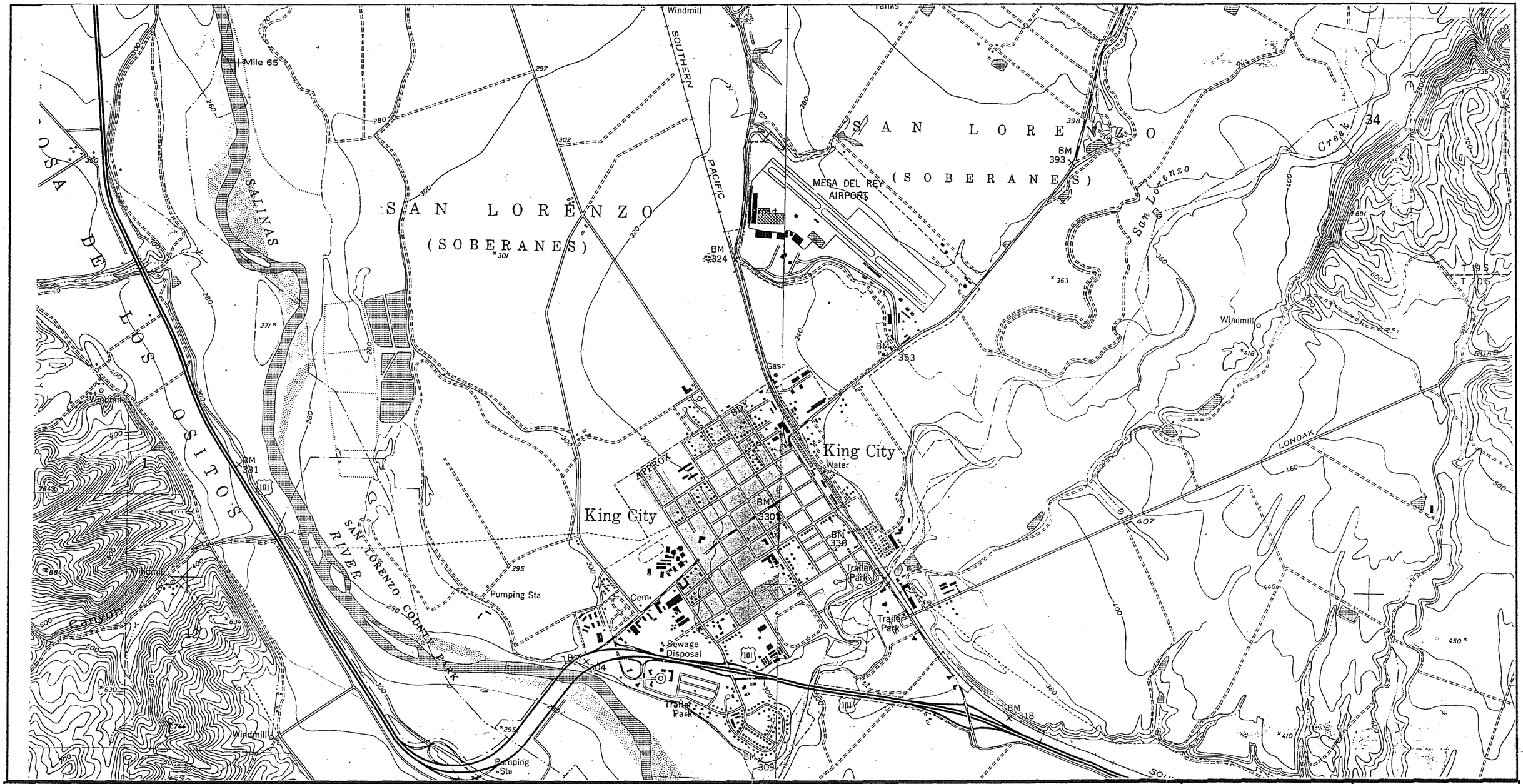
Hanna & Brunetti
7651 Eigleberry Street, Gilroy CA 95020
This map is compiled from data provide by the city of King City

FILE: C:\Documents and Settings\slincoln\Desktop\2-Map Documents\Street Map_11x17 Generic_P.mxd

Street Map
King City

Feature and boundary locations depicted are approximate only.

12-11-07



Perspective Planning
Planning & Environmental Services

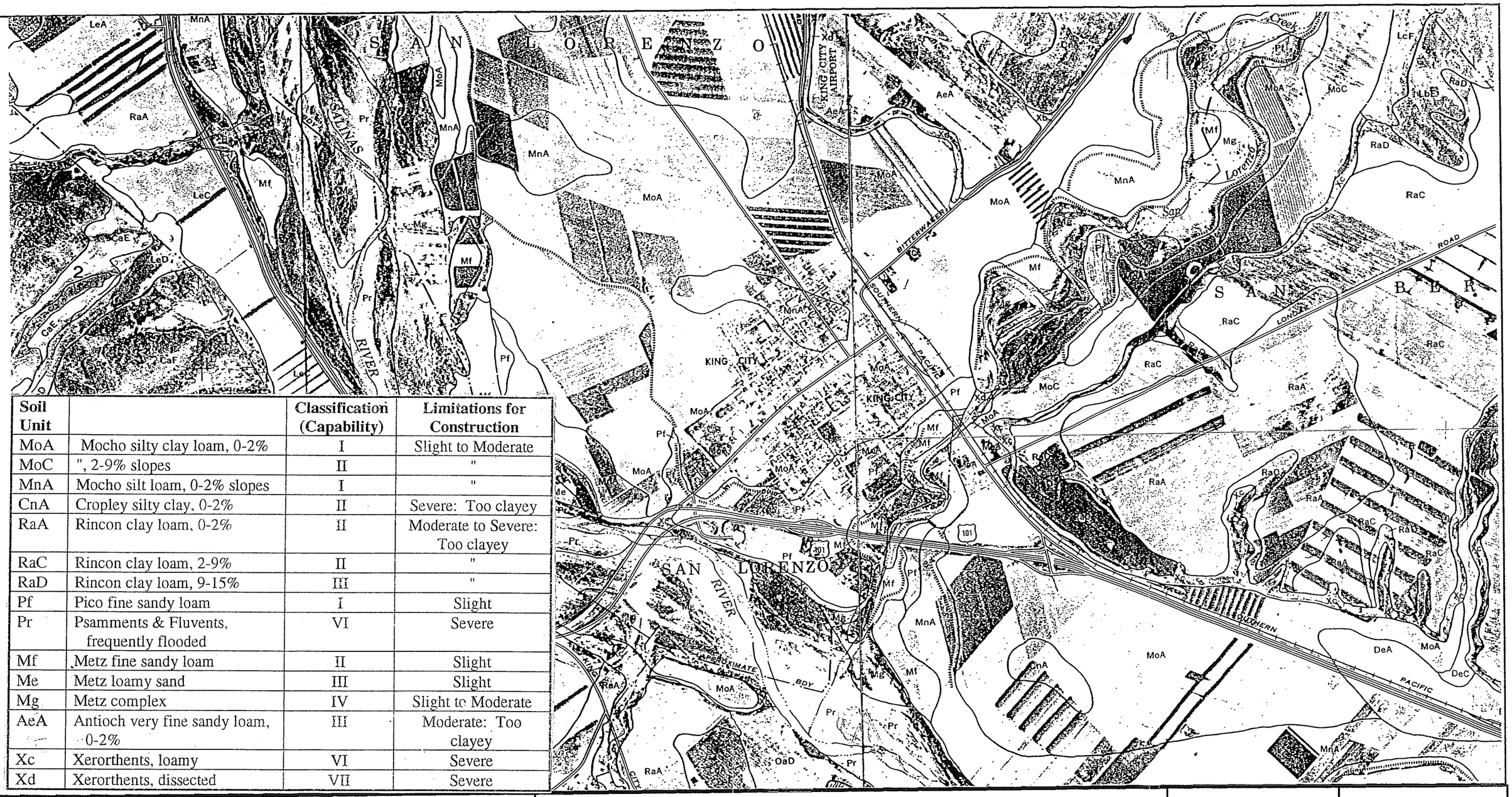
King City General Plan
CONSERVATION, OPEN SPACE, AND SAFETY ELEMENTS

U.S.G.S. Topographic Map

Source: U.S. Geological Survey

Scale 1:24000

Figure COS-1



Soil Unit		Classification (Capability)	Limitations for Construction
MoA	Mocho silty clay loam, 0-2%	I	Slight to Moderate
MoC	", 2-9% slopes	II	"
MnA	Mocho silt loam, 0-2% slopes	I	"
CnA	Cropley silty clay, 0-2%	II	Severe: Too clayey
RaA	Rincon clay loam, 0-2%	II	Moderate to Severe: Too clayey
RaC	Rincon clay loam, 2-9%	II	"
RaD	Rincon clay loam, 9-15%	III	"
Pf	Pico fine sandy loam	I	Slight
Pr	Psamments & Fluvents, frequently flooded	VI	Severe
Mf	Metz fine sandy loam	II	Slight
Me	Metz loamy sand	III	Slight
Mg	Metz complex	IV	Slight to Moderate
AeA	Antioch very fine sandy loam, 0-2%	III	Moderate: Too clayey
Xc	Xerorthents, loamy	VI	Severe
Xd	Xerorthents, dissected	VII	Severe

Perspective Planning
Planning & Environmental Services

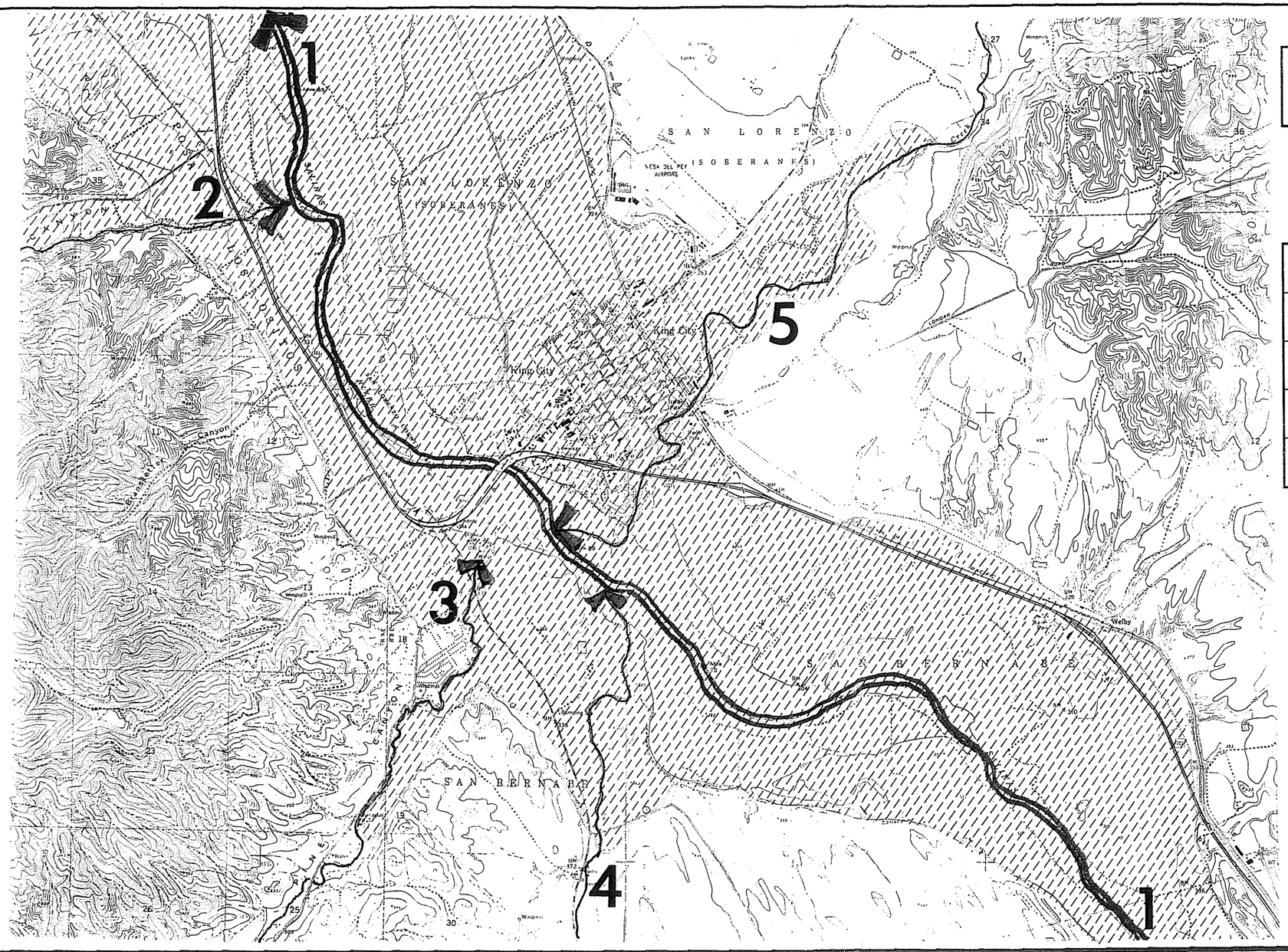
King City General Plan
CONSERVATION, OPEN SPACE, AND SAFETY ELEMENTS

USNRS Soils Units Map

Source: U.S. Soil Conservation Service

Scale 1:24000

Figure COS-2



	Approximate Boundary of Groundwater Aquifer

Major Stream Systems:

1	Salinas River
2	Thompson Canyon Creek
3	Pine Canyon Creek
4	Quinado Canyon Creek
5	San Lorenzo Creek

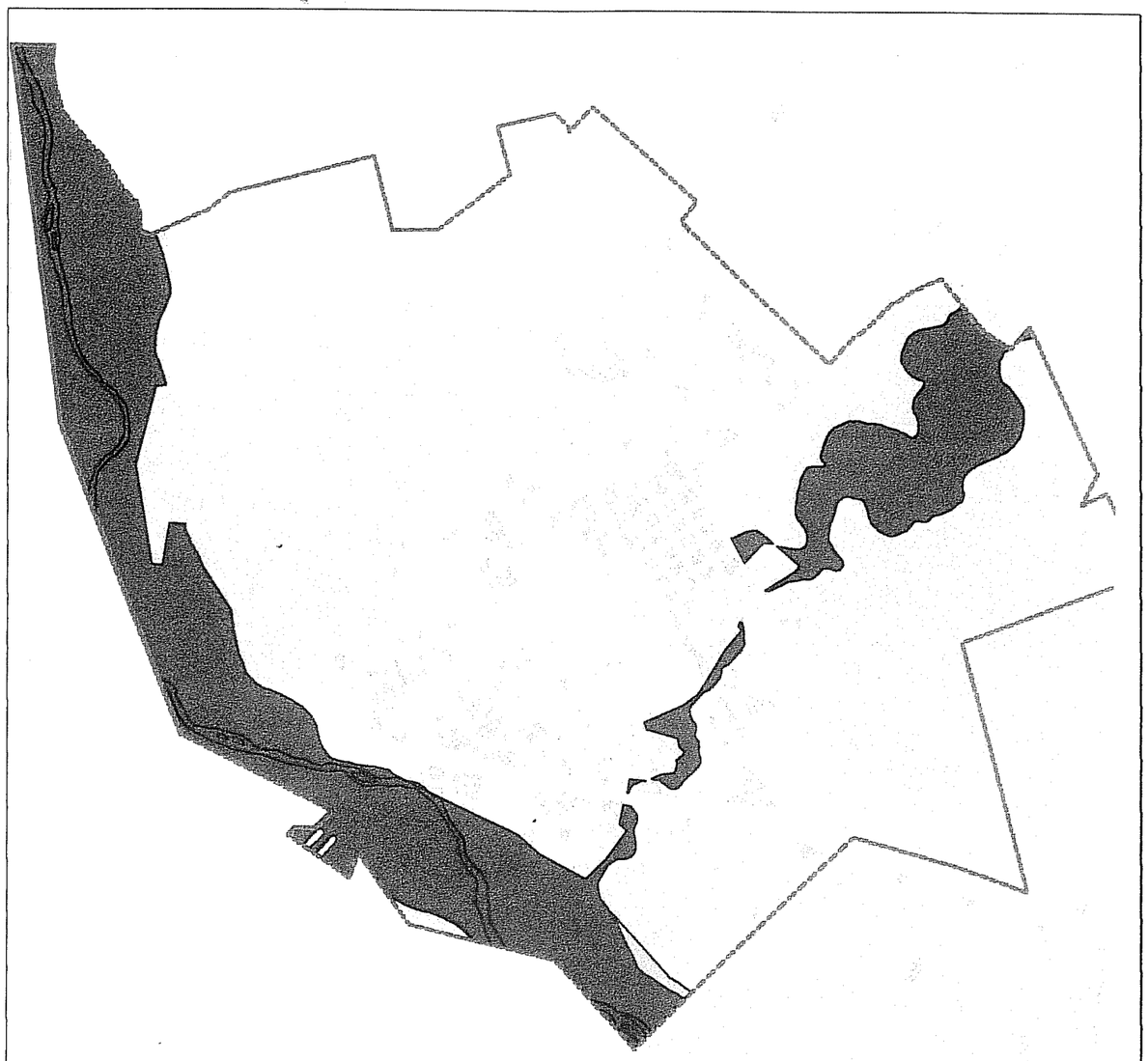
Perspective Planning
Planning & Environmental Services

King City General Plan
CONSERVATION, OPEN SPACE, AND SAFETY ELEMENTS

Planning Area Hydrology

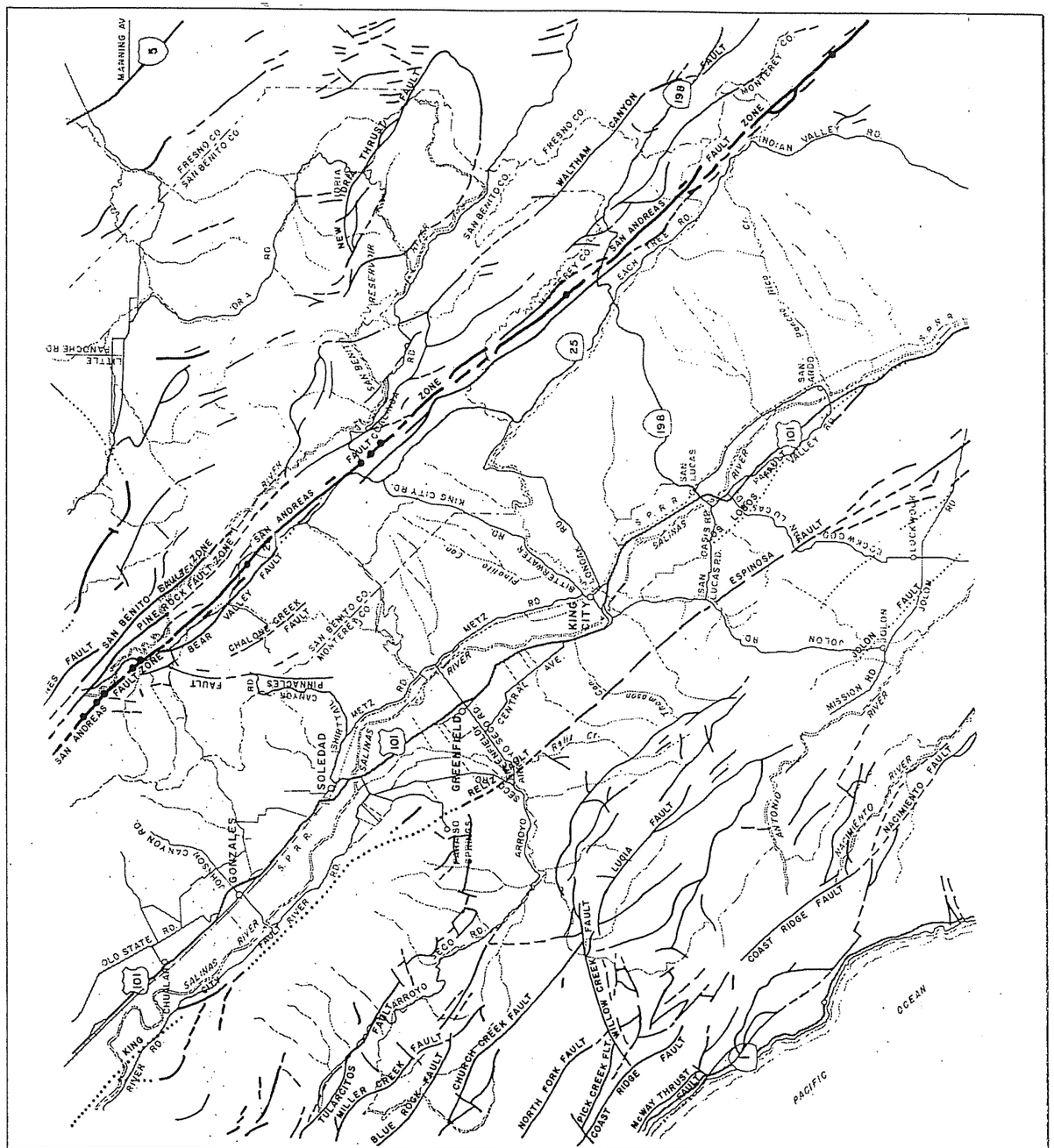
Scale
1:48000

Figure
COS-3



Source: U.S. Dept. of Housing and Urban Development

King City General Plan CONSERVATION, OPEN SPACE, AND SAFETY ELEMENTS	**Floodplain Boundaries**	**Figure COS-5**



King City General Plan **CONSERVATION, OPEN SPACE, AND SAFETY ELEMENTS**	**Fault Locations**	**Figure COS-6**

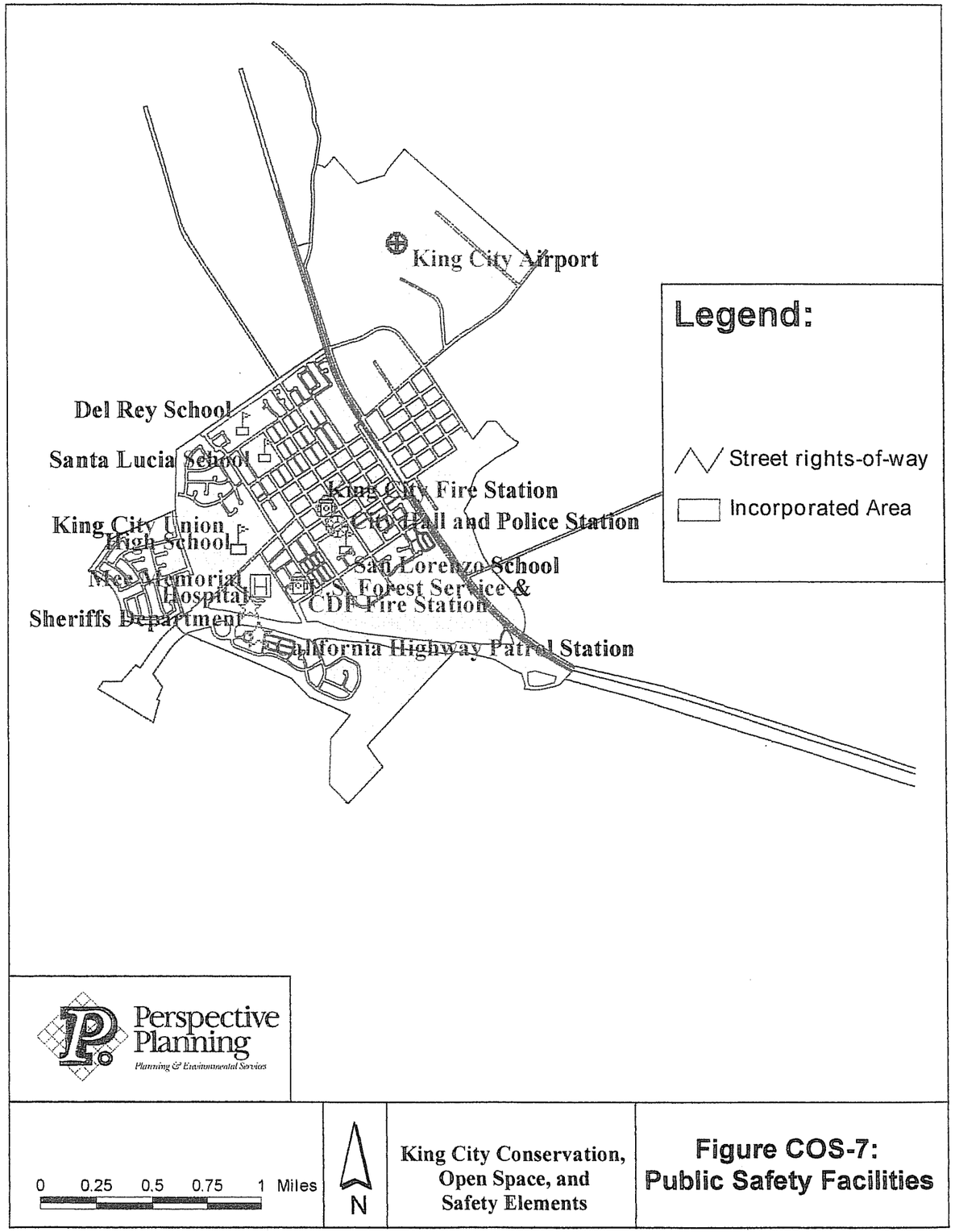
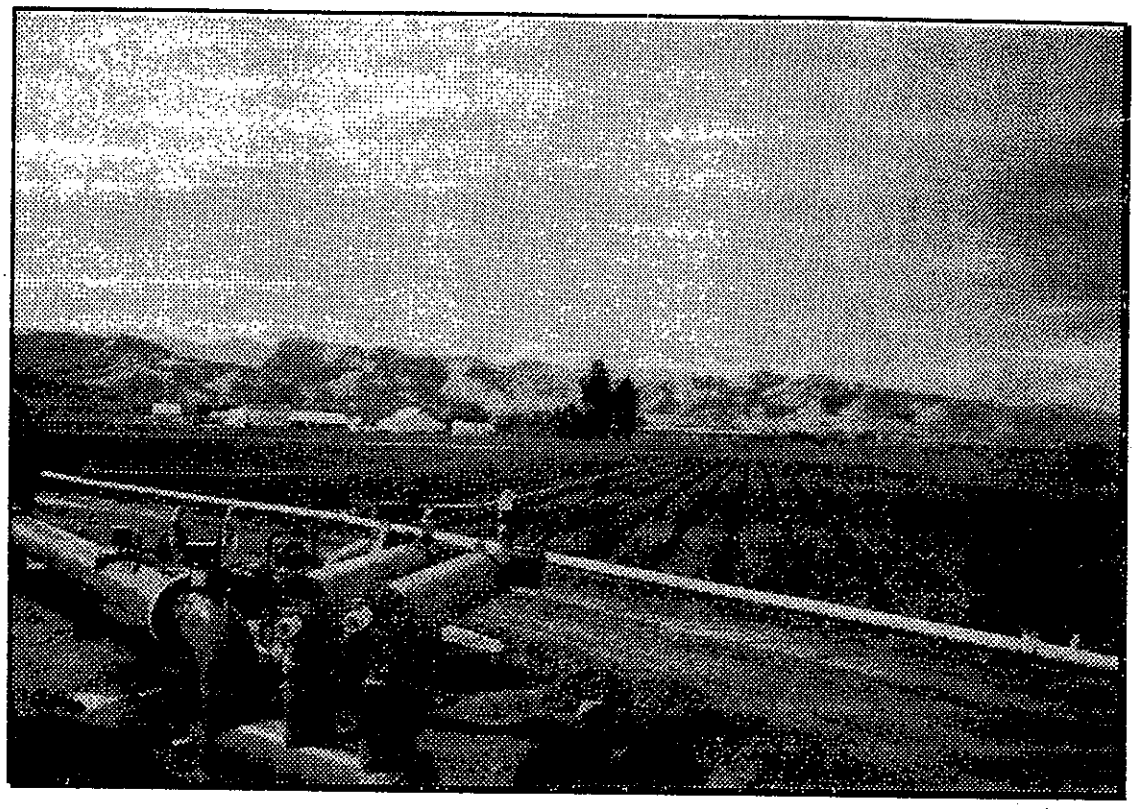


Figure COS-7: Public Safety Facilities



King City General Plan
LAND USE ELEMENT

KING CITY
CALIFORNIA

Planning Department
212 South Vandenhurst Ave., King City, CA 93930

November 1998

King City General Plan
Land Use Element
November, 1998

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King City General Plan
Land Use Element

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King City General Plan Land Use Element

November, 1998

I. FRAMEWORK FOR PLANNING

1. Introduction

Under State law, cities are required to prepare and periodically update a "comprehensive, long-term general plan for the physical development of the city...", which is to be "an integrated, internally consistent and compatible statement of policies." The law requires that a general plan include seven "elements", each with specified content. The Land Use Element is one of these seven elements; the other six are the circulation, housing, open space, conservation, noise, and safety elements.*

The State has also adopted General Plan Guidelines that spell out the manner in which a general plan is to be prepared and adopted. Basic requirements are that a general plan must consist of diagrams and text which establish the community's long-range goals and objectives regarding physical development. Both the statutes and the guidelines give broad flexibility to each community as to how these elements are to be organized, however.

Taken as a whole, the seven elements of the general plan are to function as a sort of "constitution" for the community. A general plan sets forth the direction of future growth and development over a long-term time horizon, typically about 20 years. The general plan has taken on substantial legal significance in recent years, with enforceable requirements that local actions on subdivisions, development permits, and small-scale plans ("specific plans") be consistent with the general plan.

This Land Use Element is considered by many to be the most important element, because it establishes the overall density and land use type for the several districts of the community. The Land Use Element defines the character of each of the city's residential, commercial, and industrial neighborhoods, and proposes the direction of future expansion of the City's boundaries. In a sense, the Land Use Element provides the physical "vision" of the community.

Good planning and a sound vision is a prerequisite for orderly development. In today's competitive world, a prosperous economy is possible only when a community is well planned. Economic progress only occurs when private entrepreneurs have confidence in City governance. A solid community planning process, with full participation by all those affected, is one of the best ways to obtain that confidence.

King City is a member of the County's "City-Centered Growth Task Force." This General Plan Update is consistent with the principles and objectives of that Task Force."

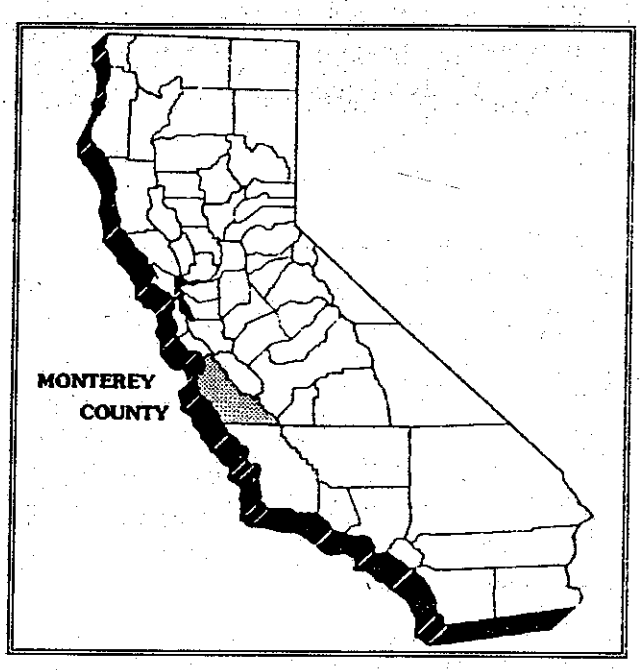
This document is organized into two sections: This first section, the "Framework for Planning", providing background information needed to prepare the actual general plan proposals. It contains basic data about the community with respect to its population, economic base, neighborhoods, traffic patterns, environmental resources, and other physical characteristics. The second section is where the City sets forth its goals, objectives, policies, and programs -- specific actions by which the City intends to accomplish its vision of its future.

---

* *Note: A draft of each of these 6 elements is also being prepared at this time. These elements will be considered separately from the Land Use Element, and will be consolidated with it to form a comprehensive, internally consistent general plan.*

1.1 Regional Setting

King City is located within southern Monterey County, surrounded by rich farmland along the Salinas River. Monterey County, in turn, lies in the Central Coast of California, just south of the rapidly-growing nine-county San Francisco Bay Area.

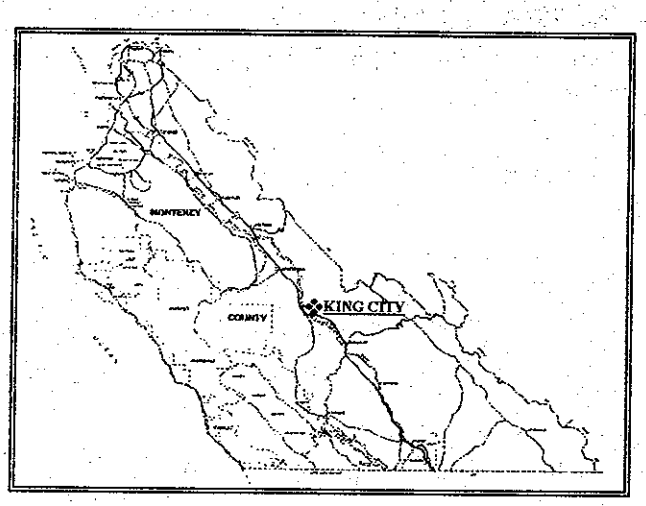


Monterey County in relation to California

From the west, Pine Canyon Creek drains a large area of the Santa Lucia Mountains and the Los Padres National Forest. These mountains rise to elevations of over 5,000 feet, and provide a rugged barrier between the Salinas Valley and the Pacific Ocean. The Santa Lucias are composed largely of metamorphic rock, with oak and pine woodlands and chaparral, giving way to grasslands in the foothills that shape the western edge of the Salinas Valley.

To the east lie the Gabilan and Diablo Ranges, mostly privately owned with the singular exception of Pinnacles National Monument. These mountains are primarily rolling, grass-covered foothills interspersed with chaparral and occasional vineyards.

The combination of deep soils and the mild climate of the Salinas Valley provides the basis for much of the economic base of Monterey County. Agriculture lies at the heart of the community's economic and cultural life in King City.



King City lies in the southern part of Monterey County

1.2 Historical Development

King City has benefited from a compact physical layout dating from its origin in the nineteenth century. The city was originally incorporated in 1911, with 699 residents. Today, with over 10,000 residents, the community has retained much the same "small town" character that has historically provided a high quality of life.

In the late 1950's, when Highway 101 was upgraded to freeway status, it was decided by the State Highway Commission to continue to route the highway through King City rather than leave the route on the west side of the

Salinas River. This key decision assured that the community would survive economically. In recent years, visitor-serving and highway-related development have added to the visibility of the community from Highway 101, shaped a new identity for the city, and provided an important contribution to the local economy. At the same time, the focus of commercial activity has shifted along Broadway Street from northeast to southwest, closer to the freeway. The community is just beginning to experience the significance of this shift in its business center.

In the unincorporated area surrounding King City, Monterey County land use policies have generally kept parcel sizes large in order to encourage continued agricultural uses. One area where residential use has been permitted in the unincorporated area is the Pine Canyon area to the southwest, across U.S. 101 and the Salinas River from the city.

1.3 Planning Area Definition

This Land Use Element addresses a Planning Area of 6,133 acres, which includes an area larger than the city limits. (See Figure GP1 in Section One). There are approximately 1,812 acres within the City's municipal boundary, which lies wholly inside of the Planning Area. As noted in Figure GP1, this general plan was developed using a data base of properties that included some parcels even outside of the Planning Area; the net area of all properties within the data base is 11,486 acres.

The Planning Area is restricted to areas east of the Salinas River. It does not take in areas that Monterey County has allowed to develop at suburban densities to the west of the river along Pine Canyon Road.

Beginning at the Highway 101 bridge over the Salinas River and continuing clockwise, the Planning Area takes in city-owned land to the north along the river which comprises the wastewater treatment plant and disposal areas. Going to the northeast toward the airport, the Planning Area takes in areas that had been designated in the previous Land Use Element as "Residential Reserve".

At the intersection of Metz Road and Airport Drive, the Planning Area extends to the northeast to take in a small amount of privately-owned land adjoining and north of the airport. Most of this property is currently located within the City limits.

South of Bitterwater Road, the Planning Area encompasses property that is primarily used for agriculture on both sides of San Lorenzo Creek. At Lonoak Road, the Planning Area cuts to the south to reach the intersection of First Street and Highway 101, generally along the alignment of the proposed First Street Bypass.

From that intersection, the Planning Area boundary takes in agricultural land within Monterey County's unincorporated area, and extends southwesterly to the Salinas River. At the river, the boundary follows the eastern edge of the river back to the Highway 101 bridge over the Salinas River.

It is important to note that the Planning Area boundary generally takes in land that is deemed to be related to, and impacted by, the planning within the City limits and "Sphere of Influence" of the City of King. The boundaries do not necessarily imply or suggest that the City considers the properties within them to be subject to annexation nor development.

Policies and action programs in Section II of this plan will address these issues of growth and boundary expansion. The most important task for this Land Use Element is to establish

the appropriate direction of the city's development, and to select the best strategy for achieving this vision.

1.4 Previous Adopted Land Use Elements

The first general plan Land Use Element for the City of King was adopted in 1973, along with the Circulation, Conservation, Open Space, and Scenic Highways Elements. Two years later, the Safety, Noise, and Seismic Safety Elements were adopted. The Housing Element was first adopted in 1985, then updated in January, 1992.

Comprehensive updates to the Land Use Element and Circulation Element were adopted in 1988. (See Figure LU-1 in Section One, 1988 Land Use Element). Because much of the land area allocated for development by that Land Use Element has since been developed, and because King City continues to grow, a new update of the Land Use Element has become necessary.

Figure LU-2 in Section One shows the Existing Land Use for King City. This map provides a framework for the discussion of social and economic conditions, which follows on page 5.

1.5 Public Participation

Copies of the draft Land Use Element were available for public review at city hall and at the library prior to each public hearing held in order to review the draft Land Use Element. A public hearing was noticed at city hall and in a newspaper of general circulation. Prior to approval of the Land Use Element, public comments were received at two planning commission hearings and one city council hearing. The dates of the public hearings are listed below:

- King City Planning Commission: June 17, July 1, August 3, September 2, September 16, October 7, and October 21, 1997;
- King City Council: September 23 and October 28, 1997.

In addition, copies of the draft Land Use Element were distributed to local representatives of several community organizations for their review and comment.

2. Social and Economic Conditions

As it grows, the characteristics of King City's population are changing. These changes reflect trends that are occurring within Monterey County as a whole, and within the State of California.

This section of the Land Use Element presents current population trends and projections, employment base, housing and neighborhood changes, and basic transportation data. Most of the data presented below is from the 1990 U.S. Census, but other more recent data is provided where applicable.

2.1 Population Trends and Projections

King City's growth in recent years has been steady, and in some years very strong. Between January 1, 1994 and 1995, the State Department of Finance estimated that over 600 residents were added to the City's population, a growth rate of 6.7% over that year. In the two-year period of 1995 and 1997, however, the city only added a total of 276 residents, an annual growth rate of 1.3%.

Historically, the community's growth rate has averaged about 3.9% per year over the previous two decades, as seen in Table 1 below.

Table 1: King City Population Growth, 1970 - 1995

Year	Population	% Annual Change
1970	3,717	N.A.
1980	5,495	3.99%
1985	6,810	4.38%
1990	7,739	2.59%
1995	9,697	4.61%
1997	9,973	1.32%
% Total Change, 1970-95=		161.00%
% Ave. Annual Change, 1970-95=		3.91%

Source: U.S. Census and State Dept. of Finance

As seen above, King City's growth has varied from about 2-1/2% over the late 80's, to its highest annual rate of almost 5% during the first half of the 90's.

Monterey County as a whole has gained population at a less rapid rate. The following table presents comparable figures for Monterey County's growth over the period of 1980 - 1995:

Table 2: Monterey County Population Growth, 1980 - 1995

Year	Population	% Annual Change
1980	290,444	N.A.
1990	360,241	2.18%
1995	370,996	0.59%

Source: U.S. Census, State Department of Finance

As seen above, Monterey County's growth rate declined from a rate of about 2.18%

during the 1980's to less than 1% for the first half of the 90's. For the full 15-year period, the average rate is 1.65%, less than half the growth rate for King City.

Future populations for all of the cities in the region were forecast in a 1994 study by the regional planning agency for Monterey and Santa Cruz Counties, Association of Monterey Bay Area Governments, (AMBAG). That study estimated that population for King City would follow a much smaller rate of annual growth. Although the AMBAG projections are not used for this general plan, they are shown for reference purposes in Table 3 below:

Table 3: AMBAG Population Forecasts, Monterey County and City of King

Jurisdiction	1995 (est.)	2000	2005	2010	2015
City of King:	9,450	10,190	10,730	11,140	11,840
Ave. Ann. % Growth Rate	N/A	1.52%	1.04%	0.75%	1.23%
Monterey Co.:	361,448	394,171	440,295	478,623	519,969
Ave. Annual. % Growth Rate	N/A	1.75	2.24%	1.68%	1.67%

Source: Association of Monterey Bay Area Governments, 1994 Regional Population and Economic Forecast. Note that 1995 population estimates from that year have already been exceeded.

The 1994 AMBAG forecasts shown in Table 3 would appear to be in denial of historical growth trends for the last 15 years, which showed King City's growth generally to exceed that of the County as a whole. AMBAG would place King City's growth at substantially less than that of the County.

In place of the AMBAG forecasts, this general plan will be based upon two sets of forecasts of King City's population growth, an internal forecast as well as a more recent regional forecast of King City's population growth prepared by the Monterey Bay Air Pollution Control District. These forecasts are both shown in Table 4 below. The internal forecast maintains the same average annual growth rate as over the past 25 years, i.e. 3.9%. The APCD forecast varies slightly from period to period, but overall the results are almost identical. In both forecasts, King City grows much faster than the County as a whole. It will not grow as fast, however, as the 4.6% annual growth rate during the first five years of the 90's. Over that recent period, growth has been spurred by unusual conditions that should not be anticipated to continue indefinitely. Still, a growth rate of close to 4% would be considered quite high by most communities.

Table 4: Projected King City Population Growth, 1995 - 2015

Year	Internal Forecast	APCD Forecast
1995	9,697*	9,697*
2000	11,740	11,600
2005	14,215	13,861
2010	17,215	17,324
2015	20,842	20,634
2020	25,236	25,389

* Estimated by California Dept. of Finance
Source: Internal forecast by Perspective Planning, based on 3.9% annual growth.

The above forecast shows that the City's population would be expected to double in less than 20 years. It is considered to be more realistic, however, than the AMBAG projections, which forecast that the City would not reach the level of 11,000 persons until the year 2015. In the alternative population projection shown in Table 4, this level would be reached by the year 2000. It is likely that the City has already exceeded 10,000 in total population.

The Housing Element will provide greater detail about population characteristics including family size, age, ethnicity, and other factors.

2.2 Employment and Economic Base

The economic base of King City is concentrated on agriculture and agriculture-related services, primarily food processing and packaging. Over the last fifteen years, substantial growth has occurred in this sector. Currently, the City is home to several food processing plants, including Basic Vegetable Products, Cal Compack, Rio Farms, Meyer Tomatoes, and Pacific Valley Harvesting.

In addition, a co-generation power plant related to the city's major food processing plant (Basic Vegetable) has stimulated even more employment since its completion in 1990. These facilities are situated near the intersection of Metz Road and Airport Drive in the north of the City, and are highly visible from a distance of over two miles along Highway 101.

There have been substantial changes in the composition of the economic base for Monterey County and for King City since the 1990 Census. The Defense Department has closed Fort Ord and substantially reduced the workforce at Fort Hunter-Liggett, both of which lie within commuting distance of King City. Thus, government employment (especially military personnel) is significantly lower than the figure represented in the 1990 data.

Unemployment in Monterey County has been running higher than for the State of California as a whole in recent years. The unemployment rate in the Salinas/Monterey county Metropolitan Statistical Area was an estimated 8.3 percent during October 1995. Seasonal factors dominate the local job market. With the end of the tourist and food processing season in late fall, job reductions typically occur in most industry groups. Unemployment in the mid-winter months is usually close to 20%.

Monterey County's employment base is changing in many ways. With the redevelopment of Fort Ord as the newest campus of the California State University system, it is expected that several thousand jobs will be created at the new campus over the next five-ten years. The higher education sector typically provides higher average earnings than the military. The "multiplier effect" from CSUMB is thus expected to generate several thousand additional jobs in construction and in services related to the university. The key limiting factor to this sector is the rate at which enrollment is allowed to grow at the new CSU Monterey Bay.

Several of the County's industries have added jobs over the past twelve months: public education, construction, retail trade, non-durable wholesale trade, hotels and other lodging, and health-care services. The State and national economies are currently in a slow but steady recovery, leading to hopes that Monterey County will also reduce its chronically high seasonal unemployment rate.

King City is also making a strategic shift in its economic development plans for the future. The city intends to invest substantial sums in roads, bridges, and other infrastructure to improve access and services to its primary industrial area near the Airport, the East Ranch and Silva Ranch projects. With this investment, the City intends to diversify its economic base by attracting more permanent and stable industries. By this means, the City plans to alleviate high rates of seasonal unemployment.

Agriculture and food processing will likely remain, however, as the economic lifeblood of King City and surrounding communities in southern Monterey County. Several policies and programs of this Land Use Element are designed to encourage new industries that will meet the community's high standards to locate within King City. These include such sectors as warehousing and distribution, "footloose" manufacturing, export-oriented firms, emerging technologies, and business services.

2.3 Commercial Uses

King City has historically served as the retailing and service center for all of Southern Monterey County. Its strategic location along Highway 101 assures that this role will continue.

It is also clear, however, that traffic patterns that dictate retail property values have shifted within the community over the last 25-30 years. In the past, the central core of the community formerly was located at the upper, eastern end of Broadway Street. It now appears that more retail transactions take place at the lower, western end of this street. As developers create more retail centers on several large, vacant parcels near Highway 101

along Franciscan Way, this trend will accelerate.

Upper Broadway Street will probably continue as the more desirable location for specialty retailing, financial and insurance offices, and entertainment. Lower Broadway Street will probably expand in general retailing, freeway- and visitor-oriented development, and medical offices and facilities related to Mee Memorial Hospital near the corner or of Broadway Street and Canal Street.

Auto-oriented and service commercial development is found throughout many of the retail zones of the city, but particularly along First and Second Streets and in industrial areas east of the railroad tracks. Trucking facilities are located in proximity to the railroad and along Airport Drive and Bitterwater Road.

Policies and programs are provided in this plan that will guide and direct commercial growth in the future in a manner that respects the existing pattern of retail activity. A primary goal of these policies is to retain the city's role as the retail hub of the South County.

2.4 Housing and Neighborhood Composition

As in most small towns in a rural setting, King City is mostly single-family in character. King City is also relatively compact with respect to its overall densities, with over 2000 housing units per square mile (considering only the developed part of the city, and excluding much vacant acreage involved in the airport area or Smith-Hobson property to the north of First Street or Bitterwater Road). This figure compares to about 2,400 dwellings per square mile for the other three communities in South Monterey County (Soledad, Gonzales and Greenfield).

The City's housing stock is much more diversified than neighboring communities in southern Monterey County. Chart 1 on the following page compares King City's 1995 housing stock with that of three other South County communities, and with Monterey County as a whole. Note that King City's percentage of single-family housing is much closer to that of the County as a whole, but is much smaller than that of Greenfield, Soledad, or Gonzales.

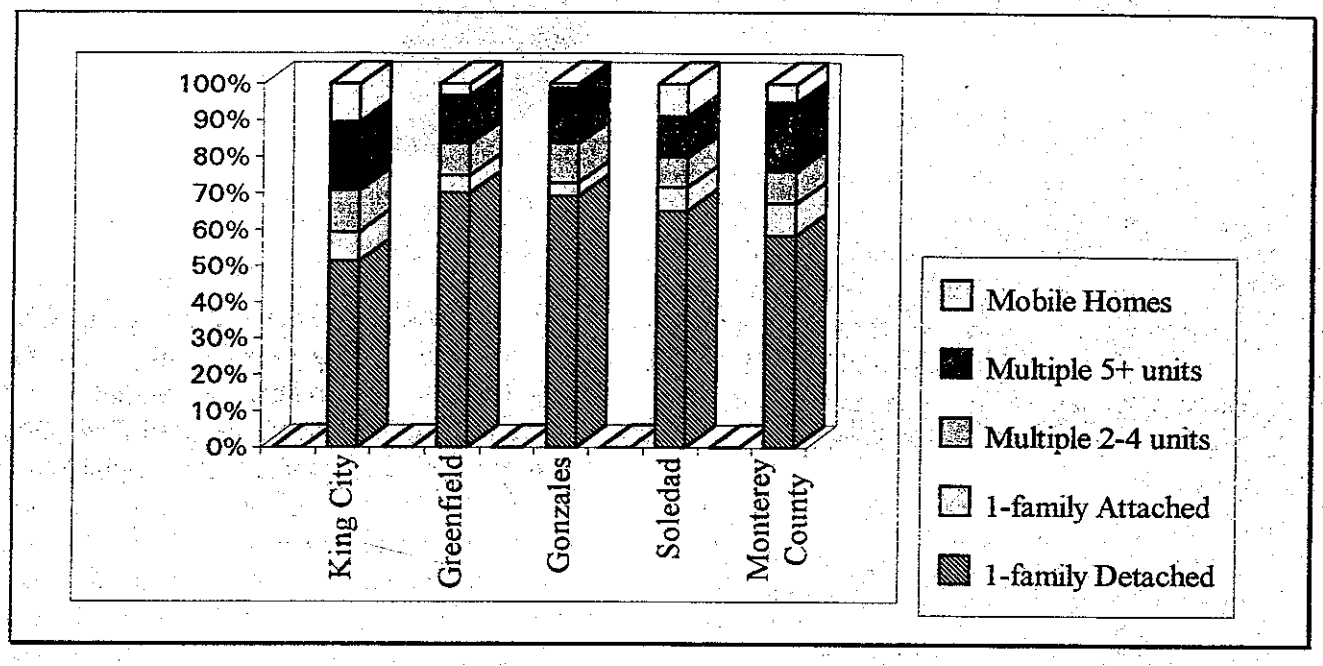


Chart 1: Composition of King City Housing Stock versus Neighboring Communities
Source: State Department of Finance, 1995 Population and Housing Estimate
Adapted by Perspective Planning

The City's residential areas fall generally into five "neighborhoods":

- The "Old Town" area surrounding Broadway Street is very mixed with several multiple units on small lots. This area was subdivided during the early part of the century, for the most part, with a gridded street system and rectangular blocks and lots. Numerous mature shade trees form the character of this neighborhood, although it is diminished in some blocks by the mix of densities. Two mobilehome parks are located within this neighborhood.

- The Amstar Annexation area to the northwest of the community is a newly-developing neighborhood, again with a mix of densities and ownership types. Single-family units dominate in the area at the northern end of Mildred Avenue. This neighborhood includes several vacant parcels that have previously been zoned for moderate-density and high-density residential development, but recent proposals to develop at these densities have been controversial.

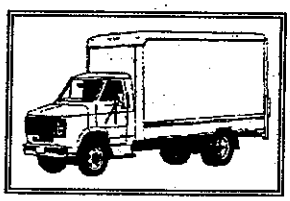
- The Royal Coach Park neighborhood south of San Antonio is also a newly-developing neighborhood with smaller lots in the R-1 portion and some areas of higher-density PD and R-3 zoning.

- The Forden neighborhood south of Highway 101 is also a newly-developed neighborhood. Approached via either of two underpasses under the freeway, this neighborhood has a distinct boundary but its character is dominated by the freeway commercial development along the intersections. A mix of housing types is also provided in this neighborhood, including a large mobilehome park.

- The First Street area in the eastern part of the City, which is characterized by a large Housing Authority project northeast of First Street. In addition, there is a large complex of apartments on First Street southeast of San Lorenzo Creek, occupied primarily by farm laborers and their families.

The City's housing stock will be discussed in more detail in the Housing Element. Within the Land Use Element, there are several policies designed to accommodate a diverse array of housing types consistent with the community's goals and policies for urban growth.

One other nearby residential neighborhood deserves note here: Pine Canyon. This enclave of a few hundred single-family homes lies directly southwest of King City, across the Salinas River. It is only accessible by the U.S. 101 bridge, and this unincorporated community relies on its own fire protection, water, and wastewater systems. Residents of Pine Canyon have rejected several previous attempts to be annexed into King City, although this community continues to be a part of the city's "Sphere of Influence" according to the County Local Agency Formation Commission.



2.5 Transportation

The economic base of King City lies in its strategic position to serve as a transportation hub for both rail and trucking of the agricultural products of the southern Salinas Valley. The City has grown generally along the former route of Highway 101, Front Street and the main commercial street, Broadway Street. See Figure GP2 in Section One, King City Street System.

With the existing alignment of the freeway, however, the transportation grid of King City has shifted toward the south. Unfortunately, most of King City's vacant industrial lands are located in the northern reaches of the City -- particularly the East Ranch area close to the Airport along Metz Road and Bitterwater Road. Linking this industrial land with Highway 101 is a major challenge for the City, since it is anticipated that most agricultural and industrial products will continue to be shipped by truck rather than by rail or air. Improvements to the accessibility of the City's industrial area are a key part of this general plan.

Additional discussion of the King City street and transportation system will be provided in the Circulation Element, also a part of this General Plan.

To summarize the existing land use pattern of King City, it may be characterized as relatively compact and concentric in form. There are a few areas of vacant, developable acreage property, primarily in the perimeter of the city, in various land use categories.

Table 5 on the following page provides a breakdown of the acreage in each of the various categories of the existing land uses within the Planning Area.

The next section will present various environmental factors important to the land use element and the general plan.

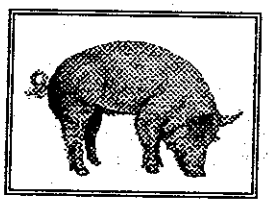
Table 5: Existing Land Use Acreage, King City (1995)

Land Use Category	*CITY LIMITS*				*PLANNING AREA*			
	Number Parcels	*Total Area (s.f.)*	*Total Area (acres)*	*% of Total*	*Number Parcels*	*Total Area (s.f.)*	*Total Area (acres)*	*% of Total*
Agriculture	36	14,311,624.4	328.5	22.7%	49	129,986,139.9	2,984.1	53.1%
Freeway Commercial	22	823,657.2	18.9	1.3%	22	823,657.2	18.9	0.3%
General Commercial	33	1,502,094.3	34.5	2.4%	33	1,502,094.3	34.5	0.6%
Highway Commercial	23	917,108.5	21.1	1.5%	23	917,108.5	21.1	0.4%
High Density Residential	62	1,299,373.7	29.8	2.1%	62	1,299,373.7	29.8	0.5%
Industrial	40	5,663,784.0	130.0	9.0%	40	5,663,784.0	130.0	2.3%
Low Density Residential	1274	9,296,096.2	213.4	14.7%	1274	9,296,096.2	213.4	3.8%
Medium Density Residential	124	760,716.1	17.5	1.2%	124	760,716.1	17.5	0.3%
Medium High Density Residential	182	1,419,328.5	32.6	2.2%	183	1,635,102.9	37.5	0.7%
Open Space	16	3,573,197.5	82.0	5.7%	20	25,008,617.5	574.1	10.2%
Public-Quasi Public	42	12,502,264.0	287.0	19.8%	52	34,603,828.3	794.4	14.1%
Retail Commercial	96	1,135,091.5	26.1	1.8%	96	1,135,091.5	26.1	0.5%
RC-Transitional	9	113,897.9	2.6	0.2%	9	113,897.9	2.6	0.0%
Vacant	261	9,200,053.9	211.2	14.6%	261	9,200,053.9	211.2	3.8%
Unclassified	116	580,519.8	13.3	0.9%	118	22,681,541.8	520.7	9.3%
Totals:	*2336 parcels*	*63,098,807.5 s.f.*	*1,448.5 acres*	*100.0%*	*2366 parcels*	*244,627,103.6 s.f.*	*5,615.9 acres*	*100.0%*

3. Environmental Setting

The natural resources and character of King City's physical setting are the primary reason that the community has been growing more rapidly than other cities within Monterey County.

This section of the Land Use Element will discuss some of these resources, including agriculture, historic and cultural sites, areas of potentially hazardous conditions, and biological resources within and near the community. Some of these features are shown on Figure GP-3 in Section One, Major King City Landmarks.



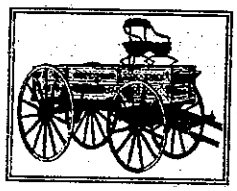
3.1 Agriculture

King City is situated in the upper half of one of the nation's richest agricultural areas, the Salinas Valley. Here, the soil, climate, and abundant groundwater supplies are ideal for row crop production.

Farmers in the valley and ranchers in the surrounding foothills are very experienced and skilled in the production of a wide variety of crops and livestock products. These include lettuce, broccoli, grapes, cattle, tomatoes, onions, garlic, barley, beans, alfalfa hay, sugar beets, spinach, corn, parsley, carrots, chili peppers, asparagus, and kohlrabi.

These agricultural pursuits are essential to the area's economic well-being, providing jobs and income to a large percentage of the city's labor force.

Protection of prime farmland in the Salinas Valley is a critical issue to be resolved within this general plan. The Land Use Element provides a framework for several policies that will address farmlands. Additional policies and programs may be found in the Conservation, Open Space, and Safety Elements, which are also a part of this general plan.



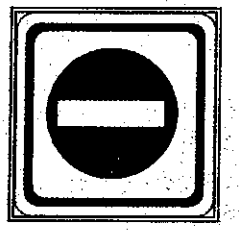
3.2 Historical and Cultural Sites

As with its economy, the history of King City is largely bound to its role as an agricultural center for the southern Salinas Valley. Today, this heritage is best represented in the Monterey County Agricultural and Rural Life Museum in San Lorenzo Regional Park.

Here, the city's agricultural roots are revealed in a working blacksmith shop, the restored Spreckels farm house (1897), and the one-room La Gloria schoolhouse (1887). The 1886 Southern Pacific King City Train Depot was also relocated to this park. The Depot Baggage Room is used now as a conference and meeting room.

Within the developed area of the city, there are a few outstanding examples of early 20th Century commercial architecture along Broadway Street. City Hall itself, while not a masterpiece, is a contribution of Depression-era masonry and was financed (along with many public buildings in this era) by the Federal Works Progress Administration (WPA). Its pleasant, one-story aspect is situated

within a wide expanse of lawn area that features several statues and memorials.



3.3 Hazards and Development Constraints

Some of the issues that must be considered in siting new development are: Floodplains; noise exposure from such facilities as airports or railroads; areas of high fire hazards; seismic hazards; or areas subject to soil or geologic failure.

Compared to most other communities, King City is situated in a relatively safe area with few hazards or constraints to urban development.

In King City, the floodplain of San Lorenzo Creek and the Salinas River are the areas subject to the most significant hazard. The City and the County have regulated development within these floodplain areas for many years so as to prevent unsafe occupancy of the floodplain by residents or businesses. Accordingly, there are very few buildings or homes within the floodplain today that would be endangered by a 100-year flood. Policies are provided in this Land Use Element that would continue these regulations in the future. In addition, the issue of flood hazard will be addressed in more detail in the Safety Element.

Noise exposure is another critical consideration in land use planning. The primary noise sources within King City are U.S. 101 and the railroad. Light airport traffic at the King City Airport also occasionally creates noise for surrounding uses. Industrial uses near the railroad and along First Street also create seasonal noise patterns that could be a disturbance to a few surrounding residences during the peak of the harvest.

King City has a noise ordinance and has regulated land uses in relation to known noise exposure for many years. For the most part, there have been very few complaints except for outdoor amplified sound events at the Salinas Valley Fairgrounds. This land use element calls for continuation of noise regulations and policies so as to avoid future noise problems from incompatible land uses. Noise issues will be discussed in more detail in the Noise Element.

Wildland fire hazard is of very limited concern for King City, given its location well removed from dense forests or chaparral vegetation. Industrial and commercial areas--particularly areas where new growth is likely to occur--are well-removed from residential areas. This separation of land uses is desirable with respect to control of urban fires. The issue of fire hazard, prevention, and mitigation is addressed in more detail in the Safety Element.

There are no areas known to be subject to seismic hazard or to soils or geologic failure within King City. Liquefaction is a condition that may occur when areas of saturated soils are subject to seismic events, and can result in major damages to structural foundations. None of the soil types within King City are known to be subject to liquefaction, with the exception of riverine soils along the Salinas River or in the primary floodplain of San Lorenzo Creek. These issues will also be addressed in the Safety Element.

3.4 Biological Resources

Prior to its development as an urban area, the natural habitat of the King City area was predominately a grassland and oak savannah. Most of this original habitat has been replaced by urban or agricultural uses.

The King City planning area is bisected by San Lorenzo Creek, and bordered on the south and west by the Salinas River. Together, these two areas harbor a natural riparian ecosystem with seasonal and year-round wetlands. The City's Municipal golf course along San Lorenzo Creek manages most of the vegetation within the playing area, and the Monterey County Water Resources Agency maintains the floodway of the creek -- still in a relatively natural condition. At the confluence of San Lorenzo Creek and the Salinas River, native willows and other riparian vegetation are generally undisturbed by the nearby urban development, recreational uses, and cropland practices.

Along San Lorenzo Regional Park, the floodplain of the Salinas River is well preserved. The park receives high visitor use, particularly in the spring and fall, but few of these visitors venture onto the nearby levee to view the river; access is limited to a streamside nature trail.

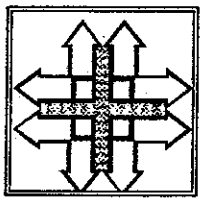
King City also serves as the gateway to the Los Padres National Forest in the Santa Lucia Range to the west, and to Pinnacles National Monument in the Gabilan Range to the east. These two areas provide substantial areas of mountain habitat and are quite popular for outdoor recreation such as hunting, fishing, hiking, and bird-watching.

This Land Use Element contains policies designed to protect and preserve the natural biological resources in and near King City. Additional detail is provided about these resources in the Conservation and Open Space Elements within this general plan.

The next section presents the conditions and status of the community's public services and infrastructure.

4. Public Services

One of the most important factors to consider in land use planning is the community's "infrastructure" -- the services of local government now available and those that are planned for the future. King City has a sound municipal government that has maintained a positive cash flow and stable fiscal structure even over the lean years of the early 1990's. This section describes the services provided by the City and other units of government. Additional data is provided in the Environmental Impact Report as to how population growth from this general plan would impact the City's services.

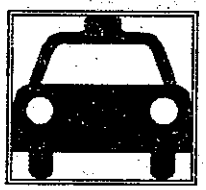


4.1 Local Government Administration

King City was incorporated in 1911 as a general law city, with a council/manager form of government. The city's administrative staff consists of the city manager, finance director, building and planning official, public works director, recreation director, economic development director, and related clerical and accounting personnel.

Most of the City's functions are situated in the City Hall building on South Vandenhurst Avenue. The Police Department and Fire Station are located nearby on Bassett Street between Russ and Vandenhurst Avenues. The City's corporation yard is located on Industrial Way. Recreational facilities and programs are coordinated by a small administrative staff at City Hall.

The City's administration also provides staff to the Redevelopment Agency, and the Council serves as the Agency's Board of Directors. City Hall has adequate space for both the existing and future staff levels, particularly after the City's library is relocated to its new building on Broadway Street, acquired by the City in 1995.



4.2 Police Protection

The City's Police Department provides primary public safety services within the city limits, and backup to the County Sheriff in nearby unincorporated areas. The City's police are headquartered in a relatively new, 10,200 s.f. facility which has capacity both for new and projected growth. Currently, the police force includes 16 sworn staff including the Police Chief, three sergeants, a corporal, and 11 patrolmen.

The County Sheriff serves the unincorporated area around King City from a headquarters facility located within the general County offices on Franciscan Way. Additional service is provided by the California Highway Patrol, with headquarters on Broadway Circle. The CHP provides law enforcement on all unincorporated roadways and State highways.

The City implements an impact mitigation ordinance (#490) that collects funding from new residential, commercial, and industrial development. Part of this funding is available for purchase of capital facilities required by

the police department in order to accommodate future population.

4.3 Fire Protection

The King City Fire Department is also situated in a relatively new building, centrally located to serve the entire community. The Department relies on three paid staff (including the Chief) and over 3 dozen volunteers to supplement its professional staff. It utilizes three pumper trucks, each with over 1,000 gallons capacity. Fire trucks are dispatched from the central "911" office.

The City is rated a "5" by the Insurance Services Office on a scale of 1 to 10. The Department has adequate facilities, equipment, and personnel to sustain this rating and to serve the community's future growth. As with the Police Department, ordinance #490 provides impact mitigation funding for the Department from new development. This funding is dedicated exclusively to the purchase of capital equipment and facilities.

Outside of the city limits, fire protection is provided by CSA #61, which contracts with the California Department of Forestry (CDF). Their station is located on Canal Street. The ISO rating for the unincorporated area is a "9".

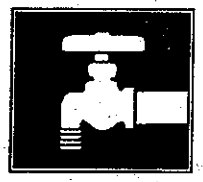
4.4 Educational Facilities

King City is served by separate Elementary and High School Districts. The elementary schools serve both King City and outlying unincorporated areas including Pine Canyon. Two elementary schools are located across King Street from each other on the north side of the community: The newer school, Del Rey, serves 860 K-6 grade students with a year-round curriculum. The older Santa Lucia School serves 540 K-5 students with a 9-month calendar. San Lorenzo Middle School on Pearl Street, south of Broadway, serves over 900 students in grades 6-8. These schools' capacity and enrollment projections will be addressed in more detail in the Environmental Impact Report for this general plan.

The King City High School District serves most of the southern part of Monterey County. The high school currently accommodates almost 1,500 students in its campus on Broadway Street at Mildred Avenue. In 1994, District voters passed a $17.4 million bond issue in order to build a new high school in Greenfield. This campus is now under construction. When it is completed and occupied, it is expected that only about half the total District enrollment (800 students) will continue at the King City campus. The District also operates a small continuation school (Los Padres High School) with 64 students.

Both districts assess school mitigation fees for new development under current provisions of State law. Additional data on the impact of additional development on school capacity is

provided in the Environmental Impact Report on this general plan.



4.5 Water Service

The King City water supply system is owned and operated by California Water Services Company, a public utility regulated by the State Public Utilities Commission. This system relies upon six wells that draw from the groundwater basin which recharged by the Salinas River.

The Cal Water system has a maximum production capacity of 3 million gallons per day; current daily usage is about 1.4 million gallons. A 250,000 gallon storage tank with a 2,000 gallon/minute pump provides ample water pressure throughout the city.

The City owns a well that irrigates the Municipal Golf Course, not connected to the Cal Water system.

The water system appears to be generally adequate for existing development, but a new well site is needed as additional development occurs in the future under this general plan. No significant deficiencies are known to exist with respect to water pressure, volume, or quality. Improvements to the system will be made on an incremental basis by Cal Water as needed.

4.6 Sewer Service

King City is served by a system of sewer lines throughout the community which provides collection, treatment and disposal of both domestic and industrial wastes. Separate systems are provided for domestic and most industrial uses. The King City Wastewater Treatment Facility is situated northwest of the city, downstream along the Salinas River.

The domestic wastewater treatment and disposal facility has a capacity of approximately 1.2 million gallons/day (mgd) domestic flow. The existing domestic flows into the headworks facility are approximately 0.8 mgd. Industrial flows from the Basic Foods plant are handled separately; currently the flow capacity is about 2.4 mgd. The Environmental Impact Report for this general plan provides additional data on the wastewater system capacity and flow projections.

4.7 Storm Drainage

Storm drainage facilities have been developed within the City in order to minimize flooding. The City's Master Drainage Plan provides a framework for both existing development and future growth areas.

Flooding problems that previously existed in the northeast, along Metz Road and First Street have been alleviated in recent years,

with development of street and drainage improvements using the City's redevelopment funds.

During the floods of early 1995, severe flood damage was inflicted upon the City's Municipal Golf Course by storm waters that exceeded the San Lorenzo Creek floodway. Flooding in the area of San Lorenzo Regional Park, near the newly-developed Royal Coach Park community, was held in check by emergency crews. For the most part, structural flood damages from this severe 100-year storm were minimal.

The City's impact mitigation ordinance #490 collects funding from all development for purposes of infrastructure improvements. The issue of storm drainage impacts and mitigation is addressed in more detail in the Environmental Impact Report for this general plan.

4.8 Public Library

The King City public library is part of the Monterey County Free Library system. The Library recently moved to a new renovated location on the corner of Broadway and Vandenhurst in 1997. The renovation costs for the expanded facility are being covered by through a $200,000 grant and a community fundraising campaign.

The library currently houses about 10,000 volumes and is fully computerized. The County library system includes over 400,000 volumes, accessible to King City borrowers.

Impact mitigation fees from the City's Ordinance #490 are available for the library. Additional data on impacts of new growth under this general plan are provided in the Environmental Impact Report.

4.9 Parks and Recreation

The City currently maintains about 15 acres of park land, not including an undeveloped 10-acre park site along San Antonio Road. Most of the City's developed parkland is concentrated in the Municipal Park on Division Street. This facility includes a swimming pool/water slide complex; picnic and barbecue facilities; lighted tennis courts; playgrounds, racquetball center; recreation and meeting room (including child care area); a softball/soccer field and a baseball field. The swim complex includes two full-sized pools, a diving tank and a wading pool. The 150-foot water slide is the only one of its kind within a 100-mile radius.

The undeveloped park on San Antonio Road was dedicated to the City as part of the Amstar annexation in the late 1980's. When developed, it is expected to include two ball fields, a soccer field, playground, a concession stand, and parking facilities. A smaller neighborhood park and playground is located in the Forden neighborhood.

The City's nine-hole municipal golf course is popular and heavily used.

The community also benefits from the County's Salinas Valley Fairgrounds on Divi-

sion Street, near the golf course. In addition, the County's San Lorenzo Regional Park, lies just southwest of the City limits, with 200 acres. That park accommodates the Agricultural and Rural Life Museum, with a working blacksmith shop, 19th Century schoolhouse and a historic farmhouse. The park also includes a gazebo, volleyball courts, soccer fields, softball areas, picnic and play areas, camping sites, and group facilities.

The City's recreation programs and facilities are open to non-residents for a fee. Currently, the facilities available to city appear to be adequate for the existing population. As additional growth occurs, new facilities will be needed in order to sustain current programs. Many of the existing facilities will also require renovation or modernization. Additional data are provided in the Environmental Impact Report.

4.10 Solid Waste Disposal Services

Solid waste from the King City community is collected by a private franchise company, King City Disposal Company, which hauls to the Jolon Road Sanitary Landfill site about five miles to the south and 1/2 mile west of Jolon Road. This 450-acre site is considered adequate for anticipated volumes of solid waste from King City and the surrounding area for many years into the future. It is operated in full compliance with applicable State and Federal requirements, and appears to have sufficient site area for capacity expansion where necessary.

4.11 Health and Medical Services

King City is the home of George Mee Memorial Hospital which includes both out-patient and acute care facilities, emergency room, and ambulance services. The hospital provides full service primary care, a skilled nursing facility, as well as several in-house and visiting specialists. Clinica de Salud del Valle de Salinas, also located in King City, provides family health care, dentistry, and other services with bilingual personnel.

These medical facilities, together with several private physicians and health professionals throughout the community, appear to provide adequate health and medical services to the community. The hospital will require, however, that the development of neighboring land uses be carefully managed to assure compatibility with the hospital.

The next section of the Land Use Element will set forth proposed **goals, objectives, policies, and programs** for the plan.

II. LAND USE PLAN

This chapter of the Land Use Element, together with the proposed Land Use Element Map in Figure LU3 in Section One, establishes the "vision" for the future of King City. This section will set forth the goals, objectives, policies and programs to achieve that vision.

1. OVERALL GOALS AND POLICIES

OVERALL GOAL: To provide for orderly growth and development; to maintain a balanced community; to assure an adequate supply of suitable land for residential, commercial, industrial, and other uses in order to meet projected demand; to minimize land use conflicts; and to channel new development into those areas that are consistent with the City's resource management goals.

1.1 Objective/Beneficial Land Uses: Promote beneficial land uses through effective planning and zoning practices.

POLICIES:

1.1.1 The City shall maintain a land use diagram -- Figures LU-3A and LU-3B -- that distinguishes residential, commercial, industrial, and other land uses in order to minimize land use conflicts, provide sufficient land area to meet the demand for urban land, and discourage premature and scattered development.

1.1.2 The City shall use reasonable planning and zoning powers to manage the phasing, scale, siting, density, design, and construction of new development.

PROGRAMS:

1.1.2.1 The City shall continue its arrangement where Monterey County refers all applications for discretionary development within the Planning Area to the City for timely review and comment.

1.1.2.2 The City shall carefully review all annexation proposals to assure that future development will have no significant adverse fiscal impact on the community.

1.1.2.3 The City shall establish minimum property development standards in Industrial areas.

1.1.2.4 With respect to future residential neighborhoods, wherever possible, low-density residential districts shall be buffered from medium- or high-density districts by public streets or other compatible land uses, such as schools, parks, or public facilities.

1.1.2.5 With any large-scale development project, the City shall require phasing of the project in order to maintain balanced development. Phasing shall be required for any project containing more than 50 multi-family units, or more than 100 single-family units.

1.1.3 The City shall act to reduce existing blight and incompatible land uses, and shall encourage public and private development that will improve existing neighborhoods.

PROGRAMS:

1.1.3.1 The City shall discourage, and where possible prevent, the development of land uses that are incompatible with the goals, objectives, and policies of the Land Use Element.

1.1.3.2 The City shall review its Zoning Ordinance and establish several new zoning districts: One district for various public facilities; "M-1" and "M02" districts to distinguish Light Industrial versus General Industrial uses; and an overlay "-MH" district for Mobilehome Parks. See Policies #2.1.2, 4.1.1, and 8.1.1 below. In addition, the multiple family residential zoning districts shall be reviewed in order to establish appropriate density limitations. See Policy #2.1.3 below.

1.1.3.3 The City shall continue to implement appropriate zoning mechanisms, including non-conforming use regulations, to phase out incompatible land uses and signs.

1.1.3.4 The City shall review the enforcement procedures within its zoning ordinance to assure that reasonable means are available to abate nuisances, revoke permits, and take other actions as may be necessary and appropriate to assure that land uses are not established or continued contrary to the provisions of the City's general plan or zoning ordinance.

1.2 Objective/Adequate Services: The City shall assure that adequate public services and facilities are available both to existing and new development as the community grows.

POLICIES:

1.2.1 New development shall assure that adequate services and facilities are or will be available within a reasonable time.

PROGRAMS:

1.2.1.1 The City shall make findings in approving any discretionary project (e.g., annexation, general plan amendment, zoning, subdivision, or use permit approval) that adequate services exist or definitely will exist within a reasonable time to meet the projected demand from the new development.

1.2.1.2 The City will consider projected cumulative demand for public services in making such findings, and in programming and budgeting future expansion of municipal services.

1.2.1.3 As part of its annual budget process, City staff shall report on the existing capacity of its service systems, and identify any limitations and anticipated needs to accommodate new growth.

1.2.1.4 The City shall not approve discretionary projects which cannot be adequately served by existing City services, or for which expanded City services cannot be provided within a reasonable time.

1.2.1.5 The City shall require fiscal impact sections in all environmental documents which address proposed development projects where it appears that the existing demands upon public facilities or services are close to, or in excess of, their capacity.

1.2.2 In order to promote orderly growth, the City shall evaluate proposed developments to determine if there are provisions for an adequate level of services and facilities, such as water, sewer, fire and police protection, transportation and schools. The City shall require mitigation to the extent prescribed by law, and may require additional mitigation to the extent allowed by law. Projects with significant unmitigated environmental impacts shall not be approved unless:

A) The City determines that a statement of overriding considerations is warranted and supported by findings; and

B) The project is otherwise consistent with General Plan policies.

PROGRAMS:

1.2.2.1 The City shall consider such issues as noise, air quality, traffic, land use conflicts, agricultural lands, natural hazards, and biological resources in reviewing proposed developments.

1.2.2.2 Where a new discretionary development could create potentially significant environmental impacts on agricultural lands, riparian corridors, wetlands, or hazardous areas, the City shall solicit review and comment from appropriate state and federal natural resource agencies, and from appropriate private organizations, in order to provide recommendations for effective means to mitigate such impacts.

1.3 Objective/Balanced Land Uses: To develop a balanced range of land uses within the Planning Area consistent with the City's desired character and environmental, social, and economic goals.

POLICIES:

1.3.1 The City shall assure that adequate sites are available for development of both market-rate housing and housing affordable to low- and moderate-income households, for the existing and projected population.

1.3.2 The City shall assure that adequate sites are available for both new and existing commercial land uses to provide space for retail uses, business services, offices, and visitor-serving uses.

1.3.3 The City shall promote industrial land uses, particularly within the East Ranch Industrial Park, to take advantage of both existing and potentially new economic trends of the Planning Area, in order to expand the city's economic base and provide jobs to its residents.

1.3.4 The City shall meet its housing construction goals in a proportionate manner. The City shall work to maintain sufficient housing opportunities in all income categories, and shall seek to avoid disproportionate growth in any one housing income category that would shift the economic balance of the community. Where necessary, the City may decline approval of a housing project where there are deemed to be an insufficient supply of housing units in other income categories.

2. RESIDENTIAL LAND USE GOALS AND POLICIES

RESIDENTIAL LAND USE GOAL: To provide adequate areas of all necessary types of residential development that are compatible with surrounding uses of the land, and at locations and densities appropriate to the city's identified housing needs.

2.1 Objective/Adequate Residential Lands: Designate adequate sites for a variety of residential densities and unit types.

POLICIES:

2.1.1 The city shall designate five land use categories for residential uses: LDR Low Density Residential; MDR Medium Density Residential; MHDR Medium High Residential; HDR High Density Residential; and PD Planned Development. Within these categories, the City shall promote the availability of adequate sites for a variety of housing types and densities, consistent with Housing Element goals and environmental limitations. In addition, an overlay "-MH" Mobilehome Park shall be established in order to regulate uses within mobilehome parks.

PROGRAMS:

2.1.1.1 City staff shall maintain an inventory of residential land available for development, and shall provide periodic reports to the Planning Commission and City Council on the availability of such housing sites to meet current demand.

2.1.1.2 The City shall utilize a mix of densities in zoning newly-annexed property to allow a variety of housing types. When requested, density bonuses could be considered for developments which assist in meeting the city's housing goals.

2.1.1.3 Where possible and appropriate, the City shall integrate commercial uses in order to provide neighborhood services.

2.1.1.4 Within any area designated for "Urban Reserve/Agriculture," the City shall require Specific Plans that carefully manage residential development. Such plans shall not designate additional "R-4" High Density residential land, nor shall any "R-3" Medium-High Density residential area be designated for areas larger than 2.5 acres, or any "R-2" Medium Density residential area for areas larger than 4 acres.

2.1.2 The city shall preserve its stock of mobilehome and manufactured housing, upgrade the condition of those parks where blighted conditions occur, and encourage development of new mobilehome parks, particularly those suitable for seniors, and which meet the City's quality standards.

PROGRAMS:

2.1.2.1 The City shall create a "-MH" Mobilehome and Manufactured Housing overlay zoning district specifically regulating mobile home parks as permitted uses. This zoning district shall, where appropriate, provide standards which will assure that new mobilehome parks adhere to high standards of quality and maintenance. Such standards shall require sufficient resident and guest parking; establish maximum densities consistent

with this general plan; require adequate landscaping, open space, and recreational amenities; and assure consistent property management. In addition, the overlay district shall deter the conversion of mobile home parks to other uses.

2.1.3 The City shall carefully manage the transition of developed residential neighborhoods to appropriate densities.

PROGRAMS:

2.1.3.1 The City shall review the existing densities permitted for multiple family development within the R-2, R-3, and R-4 districts, and revise these limits to establish more appropriate densities for the community. For the R-2 (duplex) zone, the limit shall be 12 units per acre, or 3,600 s.f. of gross site area per unit. For the R-3 zone, the limit shall be 18 units per acre, or 2,400 s.f. per unit. For the R-4 zone, the limit shall be 24 units per acre, or 1,800 s.f. per unit. In addition, amendments to the Zoning Ordinance shall be considered for all multiple-family zones that would increase the minimum size for apartments; increase side and rear yard setbacks; increase parking requirements; establish a maximum number of bedrooms per acre; and increase open space requirements.

2.1.3.2 In order to encourage lot consolidation and promote planned development, the City shall consider an amendment to its Zoning Ordinance to establish a minimum lot size of 15,000 s.f. for new developments of multi-family housing within the downtown area.

2.1.3.3 In any block that is currently zoned for high-density residential use (R-2, R-3 or R-4), but which remains developed primarily with single-family homes, the City shall provide notice to the property owners and residents of their rights to petition for a reduction in permitted density through rezoning. Where two or more property owners within such a block petition the City for rezoning, the City shall initiate a study to determine a possible rezoning study area where there may sufficient support to reduce the permitted densities within the neighborhood.

2.2 <u>Objective/Residential Compatibility</u>: Ensure compatibility between residential development and surrounding land uses.

<u>POLICIES</u>:

2.2.1 The City shall prohibit new land use activities within and in close proximity to residential areas that generate undesirable impacts which cannot be mitigated, unless:

A) The City determines that a statement of overriding considerations is warranted and supported by findings; and

B) The project is otherwise consistent with General Plan policies.

PROGRAMS:

2.2.1.1 The City shall utilize its zoning, subdivision, and environmental review processes to review non-residential projects within 500' of any residential neighborhood that could affect residential uses adversely. Where adverse impacts cannot be effectively mitigated to a level of insignificance, the City shall deny the project.

2.2.1.2 The City shall encourage development to take full advantage of flexible design standards within the zoning ordinance and subdivision ordinance (e.g., planned development zoning and optional design and improvement standards) to create appropriate density transitions between zoning districts of varying densities.

2.2.1.3 The City shall consider requiring a use permit for parking areas for commercial or industrial uses within residential zones to ensure appropriate landscaping, lighting, and compatibility with surrounding residential uses.

2.2.2 The City shall encourage development that provides adequate yards and open space areas within and along the perimeter of residential areas in order to buffer them from busy streets and/or from adjacent non-residential land uses.

2.2.3 The City will work with residential and non-residential developers to encourage site planning and design that provides adequate open-space buffers between residential land uses and other uses.

3. COMMERCIAL LAND USE GOALS AND POLICIES

COMMERCIAL LAND USE GOAL: To provide adequate area for commercial land uses to me33

the service needs of residents, businesses, and visitors, and to encourage development of retail commercial, service commercial, and highway-related uses that are compatible with surrounding land uses.

3.1 Objective/Adequate Commercial Sites: Provide for sufficient acreage to promote a variety of commercial development opportunities consistent with local and regional demand.

POLICIES:

3.1.1 The City shall designate five types of commercial land use categories: FS Freeway Service Commercial; HS Highway Service Commercial; C1 Retail Commercial; C2 General Commercial; and CN Neighborhood Commercial. In addition, a "-T" Transitional overlay is established for the upper Broadway area. Within these land use categories, the City shall promote the availability of commercial sites to accommodate a mix of retailing, wholesaling, dining and entertainment, professional and business services, and shopping center developments consistent with the environmental, social, and economic goals of the City.

PROGRAMS:

3.1.1.1 City staff shall maintain an inventory of vacant land, including land that could be redeveloped, that is available for commercial development. The Planning Department shall update the inventory on a regular basis and make it available to prospective developers.

3.1.1.2 The City shall encourage its Economic Development Director, the County Economic Development Corporation, and the local Chamber of Commerce and Agriculture to distribute information promoting available commercial properties in the King City Planning Area.

3.1.1.3 The City shall work with the King City Chamber of Commerce and Agriculture in distributing information to hotels and motels and to nearby county and regional park facilities regarding King City's commercial accommodations.

3.2 Objective/Compatible Commercial Uses: Ensure compatibility between commercial development and surrounding land uses.

POLICIES:

3.2.1 The City shall provide for the maximum flexibility in interpreting allowable uses under the zoning ordinance in order to encourage good retailing design and effective utilization of commercial property, and shall encourage a mix of residential and commercial uses where appropriate.

PROGRAMS:

3.2.1.1 The City shall apply flexible commercial site development standards to assure that adequate landscaping and buffering is incorporated into project designs.

3.2.2 Existing residential land uses located adjacent to commercial property shall be protected from noise, unsightliness, offending odors, and other nuisances.

PROGRAMS:

3.2.2.1 In reviewing proposed commercial development, identify potential impacts that commercial developments will have on any adjacent residential land uses. Require effective mitigation of such impacts prior to development approvals.

3.2.2.3 Lighting of commercial areas shall be carefully planned and controlled to the extent necessary to provide security, safety, and identification without interfering with adjacent land uses. Lighting shall be directed away from adjacent residential land uses.

3.3 Objective/Commercial Character: Ensure that commercial developments maintain or enhance the environmental quality of the area, and the City's existing character.

POLICIES:

3.3.1 Commercial developments shall be designed and screened in an attractive manner and thereafter maintained so as to visually integrate the entire development with the surrounding environment and land uses.

PROGRAMS:

3.3.1.1 New commercial development within the Highway Commercial or Freeway Commercial zones shall be required to install landscaped areas as required by the City zoning ordinance. Exterior maintenance agreements shall be made a condition of permit issuance.

3.3.1.2 The design of new commercial development or significant remodeling (i.e., over 50% of the floor area or 50% of the property's assessed value) shall be reviewed by the Planning Commission or separate review board, to assure General Plan design objectives are being satisfied.

3.3.2 Commercial signs shall be attractive and appropriately designed.

PROGRAMS:

3.3.2.1 The City shall review all signs proposed for new developments to assure attractiveness and consistency with the architectural style of the building(s) and surrounding land uses.

3.3.2.2 The City's sign ordinance shall regulate sign placement, height, and area to be consistent with community design objectives. Sign regulations shall promote consistency in sign size and style for various commercial segments of the community.

3.4 Objective/Integrate Large New Commercial Uses with Existing Community: To assure that economic and fiscal consequences are fully disclosed and properly considered when a large new commercial project is proposed.

POLICIES:

3.4.1 When new retail development is proposed that would exceed 100,000 s.f. in gross leasable area, the City will generally require an economic analysis to assess the impact that such development would have upon the distribution of regional retail sales and municipal sales tax receipts. Where such a study reveals that a new retail development would not result in any significant net new retail sales to the community, the developer shall be encouraged to obtain leasing commitments from stores that are complementary -- rather than competitive -- with the existing retail opportunities provided within the community.

4. INDUSTRIAL LAND USE GOALS AND POLICIES

INDUSTRIAL LAND USE GOAL: To provide areas for, and to actively encourage, industrial development which is economically beneficial to the area and compatible with surrounding land uses.

4.1 Objective/Adequate Industrial Sites: Provide adequate and appropriate land area, as well as improved, leasable space, within the city for a suitable mix of desirable industrial land uses.

POLICIES:

4.1.1 The City shall designate a minimum of two Industrial land use categories: M1 Light Industrial and M2 General Industrial. Within these districts, the City shall assure the availability of vacant, suitably-zoned land and improved space for industrial uses, consistent with the environmental, social, and economic goals of the City.

PROGRAMS:

4.1.1.1 The City, working through its Economic Development Director, shall actively promote the East Ranch Industrial Park to prospective business firms that would meet the City's standards for industrial development. The City shall encourage development of new businesses that will offer year-round employment, in order to reduce the seasonal unemployment that is characteristic of the current local economy.

4.1.1.2 The City shall encourage the Monterey County Economic Development Corporation, the local Chamber of Commerce and Agriculture, local Realtors and business persons, and State economic development agencies to distribute information regarding available industrial properties in the King City Planning Area. The City shall also work with these entities to promote job development and local business expansion.

4.1.1.3 The City shall revise its Zoning Ordinance to provide for a new "M-1" Light Industrial district, with higher standards and improved flexibility for proposed uses within portions of the proposed East Ranch Industrial Park. Such revisions shall consider modifications to the list of permitted uses; site planning, architectural, and landscaping standards; and infrastructure requirements in order to attract high-quality businesses that will complement the city's existing economic base.

4.1.2 The City shall work with Monterey County to protect prime agricultural land in order to assure the continued role of crop production and food packaging and processing in the City's economic base.

PROGRAM:

4.1.2.1 The City shall actively promote both basic and visitor-oriented commercial and industrial development compatible with surrounding agricultural uses and the skills of the resident labor pool.

4.1.2.2 The City shall work with the Monterey County Water Resources Agency and local growers to assure the continued availability of an affordable water supply and good quality cropland, as well as other factors in agricultural production.

4.2 <u>Objective/Industrial Compatibility</u>: Ensure that industrial areas are compatible with and do not adversely affect surrounding land uses.

POLICIES:

4.3.1 The City shall require buffers and landscaping in industrial developments to ensure compatibility with adjacent land uses.

PROGRAMS:

4.3.1.1 During the environmental and development review process, identify potential impacts that industrial developments will have on other community land uses. Require the mitigation of such impacts prior to development approval.

4.3.1.2 Lighting of industrial areas shall be limited to that necessary to provide security, safety, and identification without interfering with adjacent land uses. Lighting shall be directed away from public rights-of-way and adjacent residential land uses.

4.3.2 Industrial uses shall not be located or established so as to increase traffic in surrounding residential areas.

PROGRAMS:

4.3.2.1 New industrial developments shall be required to provide to the City a trip-generation and distribution analysis as a part of project plans. The City shall review and evaluate this analysis for impacts to residential zones.

4.3.3 The City shall encourage the development of industries that reclaim wastewater for reuse.

PROGRAMS:

4.3.3.1 Through the environmental review and permit process, the City shall estimate the need for water and sewer services for proposed industrial developments.

4.3.3.2 Where necessary, the City may require or encourage an alternative disposal method to direct discharge to the City's sewage treatment plant.

4.3.4 Industrial land uses which generate air pollution or noise in excess of local standards shall be required to mitigate such impacts to an acceptable level.

PROGRAMS:

4.3.4.1 The City shall review proposed industrial development for air pollution and/or noise generation impacts. Industrial projects shall meet the air pollution emission standards administered by the Monterey Bay Unified Air Pollution Control District and City noise emission standards.

4.3.5 Industrial structures and all other site improvements shall be designed to blend with the physical surroundings.

PROGRAMS:

4.3.5.1 All new industrial developments, or expansions of existing industries, must be sited and designed consistent with the City's desired character and reviewed and approved by the Planning Commission or another appropriate body prior to final project approval.

4.3.5.2 The City's new "M-1" Light Industrial zoning district shall include regulations incorporating reasonable design standards to ensure attractive industrial development, particularly in the City's East Ranch Industrial Park.

5. OPEN SPACE AND AGRICULTURAL LANDS GOALS AND POLICIES

5. GOAL: To protect and provide open space lands to satisfy the needs of the community; to conserve natural resources for future generations; and to preserve viable, prime agricultural lands within the Planning Area which are not designated for future urban growth.

5.1 Objective/Provide Open Space Lands in the Urban Area: Provide suitable open space areas as a part of new residential, commercial, and industrial developments.

POLICIES:

5.1.1 The City shall designate viable agricultural and open space lands as either O Open Space or A Agricultural, as appropriate.

5.1.2 The City shall continue to require that new subdivisions dedicate park land and/or park in-lieu fees that enable the purchase of park land, and/or to provide recreational facilities.

5.1.3 Where appropriate, the City shall encourage large new commercial and industrial developments to provide open space and recreational opportunities for their employees to minimize the demand for public open space and recreational facilities.

5.1.4 In reviewing proposed plans for new development proposed along major thoroughfares, particularly entrances to King City, the City shall encourage appropriate site planning, design, building materials, landscaping, and signage to enhance the scenic quality of these thoroughfares.

PROGRAMS:

5.1.4.1 The Planning Commission shall evaluate site plans, elevations, and landscaping plans of new development proposals visible from major thoroughfares, including Highway 101, Broadway Street, San Antonio Road, First Street, and Metz Road. This evaluation shall consider, but not be limited to, appropriate setbacks, open space buffers, landscaping, screening techniques, exterior colors and materials, street furniture, and other amenities.

5.1.5: The City shall set an example of high-quality design and construction in its own public buildings and infrastructure, particularly in key entries to the City and in areas visible from Highway 101.

PROGRAMS:

5.1.5.1: The City shall require design review by the City Planning Commission and/or another appointed body of the plans for any capital improvement project proposed by the City, including park facilities and signage. This review shall seek to protect scenic values and to project the City's rural character through consistently good municipal design, and shall be exercised particularly for those new facilities that are visible from Highway 101, Broadway Street, Canal Street, River Road, San Antonio Road, or First Street.

5.1.5.2: The City shall seek to have input on the planning and design for State and County projects that are visible from Highway 101, particularly in the Salinas Valley Fairgrounds property.

5.2 Objective/Protect Prime Agricultural Lands: To protect prime agricultural lands, outside of those areas designated for future development by the City, from conversion and encroachment of non-agricultural uses.

POLICIES:

5.2.1 The City shall protect prime agricultural lands, outside of those areas designated for future development by the City, from premature conversion and encroachment of non-agricultural uses. The City shall designate such viable agricultural resource lands as "A" Agricultural, and shall regulate uses therein to assure that soil resources are not prematurely developed for incompatible uses.

5.2.2 Within the "A" zone, agricultural support services such as coolers, cold storage facilities, loading docks, and farm equipment shops may be approved with a conditional use permit, provided that the City finds that: 1) The land on which the support facilities are proposed is not suitable for cultivation because of irregular terrain, inadequate soils, or other physical constraints which limit agricultural productivity; and 2) The proposed support facilities are a necessary accessory to the cultivation, harvesting, or processing of crops raised by the applicant on the same property where the support facilities are proposed; and 3) The maintenance and operation of the proposed support facilities will not impair the ability to produce crops on either the remaining portion of the subject property, or on neighboring property.

PROGRAMS:

5.2.2.1 The City shall continue its application of Agricultural zoning to areas designated Agriculture in the Land Use Element.

5.2.2.2 Within its Industrial and Commercial districts, the City shall encourage agriculture as an industry by accommodating industries and service enterprises that help to package, process, transport, and market agricultural products.

5.2.3 The City shall require that new, non-agricultural development proposals adjacent to agricultural operations incorporate buffer areas to minimize incompatibilities, and to mitigate against the effects of agricultural operations on adjacent land uses.

PROGRAMS:

5.2.3.1 As part of its review of zoning, subdivision, and use permit approvals, the City shall require that buffer areas be provided as part of any non-agricultural development located adjacent to agricultural land uses. These buffer areas shall be of sufficient size to protect the development from adverse effects of agricultural operations, including noise, dust, and pesticide applications. The City shall consult with the Monterey County Agricultural Commissioner in the design and management of such buffer areas.

6. URBAN RESERVE/AGRICULTURE GOALS AND POLICIES

6. GOAL: To provide areas where urban growth shall be directed in the future, consistent with other goals and policies in this General Plan, in order to provide housing for the growing population of King City.

6.1 Objective/Urban Reserve-Agriculture Areas: Prevent urban sprawl by assuring that as new neighborhoods develop adjacent to King City, they are annexed to the community and developed within an orderly framework that regulates densities properly, integrates their street systems and utilities, and provides for adequate protection of the environment both for existing as well as future residents and for neighboring land uses.

POLICIES:

6.1.1 The City shall designate two areas for Urban Reserve/Agriculture, a "North Site" with approximately 200 acres and a "South Site" of approximately 431 acres. Neither area shall be annexed to the City until a Specific Plan has been approved by the City, together with a certified environmental impact report.

6.1.2 The Specific Plan for any Urban Reserve/Agriculture area shall establish a maximum overall residential density consistent with this element and with the Housing Element of the general plan. In addition, such plans shall not designate additional "R-4" High Density residential land, nor shall any "R-3" Medium-High Density residential area be designated for areas larger than 2.5 acres, or any "R-2" Medium Density residential area for areas larger than 4 acres.

6.1.3 The Specific Plan for the North Site shall provide for approximately 800 homes on about 135 acres of the property, to be developed in a compact design compatible with the existing residential neighborhood south of San Antonio Road. Prime agricultural lands lying north of this new development shall be protected in a buffer zone.

6.1.4 The Specific Plan for the South Site shall emphasize highway-oriented commercial uses accessible from the intersection of First Street with Highway 101. Commercial development shall be limited generally to a depth of 400-600 feet from Highway 101. Development of this area shall be coordinated with the Planned Development property to the north (Bacciarini), and shall protect floodplains, riparian vegetation, and prime agricultural lands in buffer zones to the maximum possible extent.

7. PLANNED DEVELOPMENT GOALS AND POLICIES

7. GOAL: To provide a suitable designation for properties that require careful approaches to density and mix of uses, relationship to surrounding properties, and phasing of development in order to maintain an appropriate balance of housing types, commercial development, and open space.

7.1 Objective/Planned Development: Assure that development policies and regulations for larger properties in strategic locations will generate land uses, site plans, and building designs that reflect high quality and strong urban design.

POLICIES:

7.1.1 The City shall designate the following properties "PD" Planned Development *(note: Owner names are as of 1997)*: Ausonio property on San Antonio Road; Hearne property on Franciscan; Royal Coach Park property on Oxford; Bacciarini property on First Street and 101 along San Lorenzo Creek; and the Smith Hobson property northeast of the railroad tracks.

7.1.2 The following specific policies shall govern the development of each of the properties so designated:

Ausonio Property: Retail Commercial uses may be permitted on up to five acres of the San Antonio Road frontage. The remaining property shall be developed for residential uses reflecting balanced housing opportunities at a density not to exceed 12 units per gross acre. Senior housing is specifically encouraged on this property.

Hearne property: Retail Commercial uses are required for this property, consistent with the C-1 or F-S zone. Special attention shall be paid to the visibility of the property from Highway 101, and to the design and lighting of building frontages and signs that are visible from the freeway.

Royal Coach Park: This property shall be restricted to residential use only at a density of 12 units per gross acre. Senior housing would be permitted on this property, and designs for all residential uses shall be generally compatible with the nearby single-family homes (to the extent possible).

Bacciarini Property: This property occupies an important position on the south side of the existing developed portion of the city. The portion of the property fronting on First Street shall be developed with commercial uses consistent with the H-S, C-1, or C-2 zone, not to exceed 10 acres (approximately 600' deep from Front Street). Remaining property lying east of Highway 101 shall be developed for residential uses reflecting balanced housing opportunities at varying densities, not exceeding 6 units per gross acre. The residential uses encouraged for this property are larger-lot housing, oriented to an expanded golf course and/or other open space amenities. West of Highway 101, development shall emphasize highway-oriented commercial uses, and shall be coordinated with future planning of the UR/AG "South Site" (Rio Farms property).

Smith-Hobson Property: Agricultural use is encouraged to continue for as long as possible on this property, until demand for industrial or service commercial uses would warrant conversion. A specific plan shall be required prior to development. This property may be developed for a combination of service commercial and light

manufacturing uses. Residential use shall be discouraged unless the odor problem from neighboring industrial uses to the north and west can be overcome.

8. PUBLIC SERVICES AND FACILITIES GOALS AND POLICIES

8. GOAL: To provide adequate land areas for public and quasi-public land uses; to plan and provide for adequate and efficient government offices and community facilities to accommodate the existing and future needs of the city; to provide police and fire protection services at levels adequate for the protection of life and property; to ensure an efficient system of public utilities; to improve the availability and accessibility of health and medical services to all residents of the Planning Area; and to provide adequate park and recreational facilities to serve the recreational needs of the city.

8.1 Objective/General Public Facilities: Provide coordinated, ongoing planning for public and quasi-public service facilities.

POLICIES:

8.1.1 The City shall designate a "PQ" land use category for public facilities including public schools, city hall, library and other such facilities. This zone will designate areas for public and quasi-public facilities and accessory facilities commensurate with the requirements of public agencies and organizations. These facilities shall be conveniently located in or near the areas they are intended to serve.

PROGRAMS:

8.1.1.1 The City shall establish a new zoning district in order to provide improved consistency with the general plan for existing public facilities: "P-Q Public Quasi-Public" for properties owned by the City or another governmental entity such as the County, State, or school district. The P-Q zone shall also be applied as warranted for the developed portion of all city parks, the golf course, the airport, and the Monterey County Fairgrounds. Parcels that lie within parks or park-like properties that are primarily open areas shall be zoned "O" Open Space, however. Overlay symbols on the general plan Land Use Element shall distinguish the various types of public facilities such as city hall, police or fire stations, public schools, parks, library, etc.

8.1.1.2 The City shall develop an annual report on the status of public and quasi-public services and facilities within the City. The report shall identify the need for new City facilities based on existing and anticipated demand and set forth an acquisition and funding program. The City shall acquire private land as necessary to develop new facilities.

8.1.1.2 The City shall work with utility providers to identify future utility expansion needs, obtain easements from property owners to extend private utilities, and promote cooperation between utility providers and property owners for the purpose of acquiring easements or rights-of-way for utility expansions.

8.1.2 All public facilities shall be designed so that their scale, character, and siting will be compatible the surrounding land uses.

PROGRAMS:

8.1.2.1 Through the design review process, condition new public and quasi-public service facilities to be visually compatible with the City's desired character and surrounding land uses.

8.2 Objective/City Hall: Assure adequate facilities within the City Hall.

8.2.1 Future expansion or remodeling of City Hall shall be designed so that the exterior of the building is generally consistent with the existing character, and with its park-like setting.

8.3 Objective/Police Protection Services: Support measures to improve and enhance the capability of the Police Department.

POLICIES:

8.3.1 The City shall maintain the police station and related facilities located adjacent to City Hall.

8.3.2 The City shall provide funds, personnel, facilities, equipment, and training to the Police Department at a level necessary to maintain its efficient functioning.

8.3.3 The City shall promote efforts to reduce crime through greater application of neighborhood, commercial, and industrial crime prevention techniques.

PROGRAMS:

8.3.3.1 The City should, through the Police Department, conduct residential, commercial, and industrial security surveys and public awareness programs.

8.3.4 The City shall require that all new development proposals and/or changes in land use be referred to the Police Department for law-enforcement evaluation.

PROGRAMS:

8.3.4.1 As a part of standard permit processing, the Planning Director shall refer discretionary projects to the Police Chief for review and comment prior to preparation of City staff planning reports.

8.4 Objective/Fire Department: Support measures to improve and enhance the capability of the Fire Department.

POLICIES:

8.4.1 The City shall provide funds, personnel, facilities, equipment, and training to the Fire Department at a level necessary to maintain its efficient functioning.

PROGRAMS:

8.4.1.1 The City shall make it a top priority to utilize funds acquired through fire protection impact mitigation fees to purchase new engines and other needed fire suppression equipment.

8.4.1.2 The City shall maintain the existing mutual aid agreement with County Service Area #61 and with the California Department of Forestry.

8.4.2 The City shall require that all new development proposals and/or changes in land use be referred to the Fire Department for safety evaluation.

PROGRAMS:

8.4.2.1 As a part of standard permit processing, the Planning Director shall refer discretionary projects to the Fire Department for review and comment prior to preparation of City staff planning reports.

8.5 Objective/Water Service and Supply: Assure continued adequate water service for residents of the Planning Area.

POLICIES:

8.5.1 The City shall cooperate with the water purveyors that serve the Planning Area and with owners of private wells to assure continued efficient operation and management of the existing water supply system.

8.5.1.1 The City shall incorporate long-range water conservation goals and methods developed by California Cities Water Company into the Conservation Element of the general plan.

8.6 Objective/Wastewater Service: Provide for continued collection, treatment, and disposal of wastewater in conformance with state and regional discharge standards.

POLICIES:

8.6.1 The City shall expand its sewage treatment facilities and/or upgrade its infrastructure based on anticipated growth of residential, commercial, and industrial land uses within the city.

PROGRAMS:

8.6.1.1 City staff shall regularly report on the condition of the city's sewage treatment facilities, including remaining capacity at the treatment plant, condition of infrastructure, and needed improvements and recommended methods of implementation.

8.6.1.2 The City shall continue to require sewer system connection fees from new annexations, subdivisions, residential, commercial, and industrial development.

8.7 Objective/Drainage: Provide for adequate surface drainage throughout the city.

POLICIES:

8.7.1 Reduce the risks and damage associated with flooding within the City by developing and maintaining a comprehensive storm drainage system.

PROGRAMS:

8.7.1.1 Update the city's Master Drainage Plan as new development dictates the need for additional infrastructure and improvements.

8.7.1.2 Existing surface drainage problems shall be corrected as new development occurs, or as part of the city's capital improvement program.

8.7.1.3 Where appropriate, the City shall require partial storm drainage mitigation from new residential, commercial, and industrial development as a contribution toward resolving cumulative drainage problems.

8.8 Objective/Floodplain Regulation: Reduce the risk from flooding to an acceptable level by regulating development in flood-prone areas.

POLICIES:

8.8.1 Proposed development in floodplain areas shall be approved only if adequate measures are provided to avoid or substantially reduce potential flood hazards.

PROGRAMS:

8.8.1.1 The City shall require conformance with the City's floodplain regulations as stated in the Zoning Ordinance for any project within the 100-year floodplain.

8.8.2 The City shall work with the County Water Resources Agency on management of new or existing flood control facilities to protect individual properties. Where the City is involved in development or expansion of any flood control facilities, such work shall not be permitted to increase significantly the flood or erosion hazards on other properties.

PROGRAMS:

8.8.2.1 The City shall require a hydrological analysis to assess the potential impacts of new or improved flood control facilities on adjacent downstream properties and on the identified flood plain.

8.9 Objective/Solid Waste: Promote the orderly disposal of solid waste in a manner which will protect the environment and ensure the continued health and safety of Planning Area residents.

POLICIES:

8.9.1 The City shall work with the member agencies of the Salinas Valley Solid Waste Authority to assure the continued availability of landfill disposal capacity.

8.9.2 The City shall encourage public and private recycling programs to reduce the waste stream, and to lengthen the useful life of the sanitary landfill.

8.10 Objective/Public Utilities: Provide for adequate and safe public utilities.

POLICIES:

8.10.1 The City shall designate areas for utility sites and access corridors where compatible with surrounding land uses, and where visual impacts are minimized.

PROGRAMS:

8.10.1.1 Where appropriate, the City shall designate properties owned by public utilities for public and quasi-public use.

8.10.1.2 The City shall condition development of new or expanded public utilities to provide utility sites and access corridors, and to assure that disruptions due to construction or operation are minimized.

8.10.2 Promote aesthetically-pleasing placement and design of communications towers, utility lines, and installations.

PROGRAMS:

8.10.2.1 The City shall encourage the placement of existing power transmission lines, power distribution lines, and communication lines underground wherever feasible.

8.10.2.2 Where requested by residents or by the utility company, the City shall support the formation of utility assessment districts, or a municipal facilities district, to place existing overhead lines underground.

8.10.3 The City shall continue to require the extension of new power transmission lines, power distribution lines, and communication lines to be placed underground.

8.10.4 All utility installations shall be sited, designed, developed, and landscaped so as to blend with the natural scenery of the area and conform with the goals, objectives, and policies of the general plan.

PROGRAMS:

8.10.4.1 The City Planning Director shall refer proposals for utility installations to an appropriate review committee, where necessary, for review and approval.

8.11 <u>Objective/Educational Facilities</u>: Encourage communication and cooperation between the City and appropriate educational districts and agencies to ensure that adequate, safe school facilities and services are planned to provide a quality educational environment for the Planning Area's anticipated growth.

POLICIES:

8.11.1 As part of the environmental review process, the City shall evaluate new residential developments for their potential impact upon current enrollment conditions of the school system.

PROGRAMS:

8.11.1.1 To the extent provided by law, the City shall continue to require school mitigation fees to be paid to school districts prior to final approval of new projects.

8.11.2 The City shall work with school districts or developers of private schools in the siting and development of new schools, and in the implementation of school facility expansion or remodeling plans.

PROGRAMS:

8.11.2.1 The City shall work with the school districts in campus siting and implementation as necessary and appropriate.

8.11.2.2 The City shall encourage the siting and development of educational facilities at locations which will result in minimum conflict with surrounding land uses.

8.11.3 The City shall encourage school administrations to continue to allow non-school-hour use of their facilities by the public.

8.11.4 The City shall work with school personnel and with neighborhood residents to assure that school children are provided safe pedestrian and bicycle travelways to and from school.

PROGRAMS:

8.11.4.1 The City shall require sidewalks, bicycle lanes, and passenger loading and unloading facilities when planning or considering roadway improvements near school sites.

8.11.4.2 The City shall continue to enforce a 25 mph speed limit for school hours and shall maintain posted school crossing signs.

8.11.4.3 The City shall require that any development under construction near or adjacent to school children's travelways include special safety measures, such as fenced enclosures, construction traffic controls, and off-site improvements needed to mitigate hazardous conditions.

8.11.5 The City shall coordinate with appropriate school or college districts in planning future land uses adjoining school or college sites. The City shall regulate new land uses to provide reasonable mitigation of any significant impacts on existing schools or designated future school sites.

8.11.6 The City shall encourage cooperative ventures between the school districts and developers to mitigate conflicts between land uses.

PROGRAMS:

8.11.6.1 The City shall submit any General Plan amendments, rezonings, or project development proposals for properties adjacent to existing or future school sites to the appropriate school district for review and comment prior to preparation of City staff reports.

8.12 <u>Objective/Health and Medical Facilities</u>: Assist in expansion or modernization of health and medical services as necessary to meet the needs of the Planning Area residents.

POLICIES:

8.12.1 The City shall encourage new public and private health-care providers to locate their services in the city, and existing facilities to expand and modernize their services consistent with the needs of area residents.

PROGRAMS:

8.12.1.1 The City will encourage health-care providers to expand or locate in the City consistent with need.

8.12.2.2 Hospital Special Policy Area: As shown in Figure LU-4, a "Hospital Special Policy Area" is bordered by Broadway Street, Canal Drive, and U.S. 101. Within this area, the City shall work with Mee Memorial Hospital and other property owners to prepare a Master Plan. This plan shall consider existing land use and circulation patterns, proposed hospital expansion and conversion plans, and potential commercial development. The primary objective of the Master Plan shall be to assure compatibility among existing and future uses; to enhance overall property values; to enhance the commercial development potential of the district; and to provide that ambient levels of traffic, noise, and air quality shall be consistent with reasonable requirements of the hospital.

8.13 Objective/Public Library: Expand the public library facilities in the new Broadway Street site in order to meet the existing and future needs of the residents of the Planning Area.

POLICIES:

8.13.1 The City shall coordinate the remodeling of the new library site, in conjunction with Monterey County.

8.13.1 The City shall work with Monterey County to expand library collections and facilities as needed to accommodate new growth and demand within the city.

8.14 Objective/Parks and Recreation: Continue to develop and adequately maintain a coordinated system of parks and recreational facilities within the city.

POLICIES:

8.14.1 The City shall plan and maintain a park system that serves the residential, commercial, and industrial segments of the community.

PROGRAMS:

8.14.1.1 Coordinate park development with population increases and areas of significant new growth within the city.

8.14.1.2 Work with the Parks and Recreation Department staff and volunteers to develop and maintain park and recreational programs.

8.14.2 The City shall provide a level of funding to maintain and enhance the best park system the City can afford.

PROGRAMS:

8.14.2.1 As per City ordinance, the City shall continue to require the dedication of land and/or payment of in-lieu fees from new subdivisions; and should re-evaluate the ordinance to require fees from new discretionary developments where appropriate. The City may also address park development needs as an element in a development agreement for new construction.

8.14.2.2 The City shall solicit state open-space, park and recreation, and access grants to acquire park land and/or to expand and develop the City's existing park facilities.

8.14.2.3 Volunteer efforts and private financial resources should be promoted and used in combination with public funds for enhancement, acquisitions, maintenance, and operation of park and recreational facilities. The Recreation Commission and/or Parks and Recreation Director should solicit volunteer efforts and private financial resources.

8.14.3 The City shall encourage schools to make recreational areas and facilities available for use during non-school hours.

PROGRAMS:

8.14.3.1 The City shall coordinate with local schools to determine when and under what conditions school facilities can be used by the public. This information shall be made available to the public as part of the city's park and recreation system.

8.14.4 Park and recreation areas shall be planned, developed, and used in a manner which is compatible with adjacent land uses.

PROGRAMS:

8.14.4.1 The City shall locate and design park and recreation areas to provide for ease of access to pedestrians and bicyclists by incorporating trails, paths, sidewalks, and/or bicycle lanes. This program should be incorporated into a master park and recreation plan.

8.14.4.2 Wind breaks shall be considered for new park and recreational projects in areas determined to be susceptible to prevailing wind. Design and siting of windbreaks shall be reviewed and approved during the development review process.

9. IMPLEMENTATION PROGRAM

The King City general plan, and particularly this Land Use Element, shall be implemented through a variety of measures. These include, but are not limited to, the use of the Zoning Ordinance, Annexation and Pre-Zoning, Specific Plans, Subdivision Regulations, Development Agreements, Capital Improvements, the Williamson Act, and redevelopment. Each of these measures is discussed briefly below:

9.1 Zoning Ordinance

The City's application of zoning regulations are the primary way in which the general plan is implemented. All property within the city limits, both public and private, is subject to zoning regulations. The Zoning Ordinance, Title 17 of the Municipal Code, contains two types of regulations: Those

which apply city-wide, and those which apply to the various districts. Citywide regulations include such matters as general use permit and height/bulk/setback regulations; architectural controls; parking regulations; signs; performance standards for noise and air quality; and procedural matters such as variances and zoning amendments. The district regulations establish permitted densities and intensity of land use and specify the types of uses that are permitted "as of right" or those which require use permits. Each zoning district has a corresponding general plan category in this land use category with which the district is *consistent*. The following table shows the consistency "matrix" between the general plan land use categories and the zoning districts:

Table 6: General Plan Land Use Categories and Zoning District Consistency Matrix

LUE Category	LUE Category Name	Compatible/Consistent Zoning[1]
Residential[2]		
LDR	Low Density Residential (≤ 7 d.u./ac.)	R-1 Low Density Residential
MDR	Medium Density Residential (≤ 12 d.u./ac.)	R-2 Medium Density (Duplex) Residential
MHDR	Medium High Density Residential (≤ 18 d.u./ac.)	R-3 Medium High Density (Multiple) Residential
HDR	High Density Residential (≤ 24 d.u./ac.)	R-4 Multiple Family Residential
-MHP	Mobilehome Park Overlay	R-2-MH Mobilehome Park *
PD	Planned Development	P-D Planned Development
Commercial		
FC	Freeway Commercial	F-S Freeway Service Commercial
HC	Highway Commercial	H-S Highway Service Commercial
RC	Retail Commercial	C-1 Retail Commercial
NC	Neighborhood Commercial	C-N Limited Neighborhood Commercial
GC	General Commercial	C-2 General Commercial
-T	Transitional (Combining)	C-1-TD or RC-TD Commercial/Transition
Industrial		
LI	Light Industrial	M-1 Light Industrial *
GI	General Industrial	M-2 General Industrial* M-3 Heavy Industrial*
Other		
PQ	Public/Quasi-Public[3]	PQ Public/Quasi-Public Facilities* O Open Space
OS	Open Space	O Open Space PQ Public/Quasi-Public Facilities*
AG	Agricultural	A Agricultural O Open Space
UR	Urban Reserve	Not zoned (outside municipal boundaries)[4]

** Recommended New Zoning District -- Notes on next page are part of this table.*

Notes to Table 6 (see previous page):

1. *Any zoning district may also be subject to one of the "Combining Districts" such as B/Lot Size, S-C Scenic Highway, A-P Airport, or -TD Transition District.*
2. *Note: The general plan incorporates recommended new density limits for each of the four major residential land use categories. In addition, a new "-MHP" zoning overlay district is recommended to accommodate mobile home parks.*
3. *Note: A new "PQ" Public Facilities zoning district is recommended to correspond to the general plan Land Use Category of PQ Public/Quasi-Public. This district will encompass public buildings such as City Hall; County offices; public schools; parks and recreation facilities; the developed parts of the fairgrounds, rodeo grounds and golf course; and the airport.*
4. *Properties located outside the City limits are not subject to any City zoning. When an annexation is considered, a general plan amendment and pre-zoning and/or Specific Plan must be included within the application.*

As noted above, State law requires that the City's zoning regulations be consistent with its general plan. In addition, when the Zoning Ordinance requires that a particular use receive a use permit from the City prior to its establishment within a zone, issuance of a use permit is also required to be consistent with the general plan.

8.2 Annexation and Pre-Zoning

Any decision to annex property into the City will also require that: 1) The property must lie with the "Sphere of Influence" of the city, according to LAFCO, and 2) The City must apply "pre-zoning" to the property. Under this procedure, the City considers the general plan land use category established in this Land Use Element and adopts an ordinance amending its zoning map to apply a zoning district consistent with the general plan to property that is being considered for annexation. The zoning district(s) in the pre-zoning proposal must be consistent with the general plan. The City may also require that a Specific Plan be prepared along with any annexation request (see next sub-section).

8.3 Specific Plans

Although King City has not previously utilized Specific Plans, there is provision under the State Planning law that enables a city or county to require that a Specific Plan be prepared for any area within the community. Specific Plans must have certain content required by law, and must be accompanied by an Environmental Impact Report under the California Environmental Quality Act. They generally enable the City to plan an area in more detail, particularly with reference to street extensions, densities, open space, and utility infrastructure. If the City were to require a Specific Plan, any such plan must also be *consistent with this general plan* prior to adoption. Here again, a Specific Plan is a tool for implementation of the general plan. In fact, a Specific Plan is one of the most useful mechanisms for achieving a sound planning process in a newly-developing neighbor-

hood, particularly one that includes multiple properties, or where there are complex issues of traffic circulation, land use mix, or resource management.

8.4 Subdivision Regulations

In addition to the zoning regulations, the City requires any subdivision of property, as defined by the State Subdivision Map Act, to conform to its general plan and zoning. A finding must be made as to *consistency with the general plan* when the tentative tract map or parcel map is approved. If the subdivision is, for any reason, found not to be consistent with the general plan, a subdivision must be denied. In making this finding, the City must consider not just the basic densities established in the general plan and zoning, but also the policies established in this part of the plan.

8.5 Development Agreements

The City is empowered under State law to enter into "development agreements" with property owners where both parties mutually agree that it is desirable to bind them into a contractual arrangement. Typically, this is done where commitments that the City is asking of a developer, or offering to a developer, are outside of the scope of the "typical" process. Any such agreement must be found *consistent with the general plan*. While development agreements are seldom used except in very large projects, there are occasions where it is desirable on the part of both parties to fix in writing the obligations and commitments that will lead to the most effective development of the property.

8.6 Capital Improvements

State law requires that a city and county adopt an annual "Capital Improvement Program" or CIP in order to guide the development of "infrastructure" or large public outlays such as police or fire stations, municipal buildings, water or wastewater facilities, etc. Development of new sewer lines, roads or bridges, or other capital facilities must also be *consistent with the general plan*. In many cases, decisions on these types of facilities will require consideration of the other elements of the general plan (particularly the Circulation Element).

8.7 Williamson Act (California Land Conservation Act of 1965)

Monterey County has entered into numerous "Williamson Act contracts" with agricultural land owners in the farmlands surrounding King City. These contracts provide property tax relief to the owners, in exchange for an agreement not to seek development of the property for a 10-year period. Although the City does not offer such contracts, it is possible to do so. In addition, the City is often asked to comment by the County when a contract is being considered on unincorporated farmland near the city limits. The Williamson Act also provides a means for the City to protest the execution of any contract within 3 miles of its city limits; where such a protest is filed, the City may nullify the contract upon annexation of the property. It is this general plan that should guide the City's deci-

sions whether to establish a Williamson Act program in the future, whether to execute any contract, or whether to protest the County's execution of a contract.

8.8 Redevelopment

The City has an established Redevelopment Agency, which is governed by the City Council, and which enables the City to use Tax Increment Financing and to plan and implement a Redevelopment Plan within a designated area of the City. The Redevelopment Plan must be *consistent with this general plan*. Municipal projects that are developed in support of the Redevelopment Plan must also be consistent with this plan.

As seen above, the City has a variety of tools that are available to implement this general plan. The most important ingredient for any community to apply in assuring that a general plan is a viable "vision" of its future, however, is the active support and participation of its citizens. In order to obtain that support, all of the City's decision-makers must maintain a commitment to continued work on the plan and to a greater understanding of how planning can shape the community.

8.9 Special Policy Area Master Planning

This Land Use Element proposes a "Special Policy Area" in an area bordered by Broadway Street, Canal Street, and Highway 101. Within this area, there are currently a mix of retail commercial uses along Broadway Street and Franciscan Way, as well as public facilities such as Mee Memorial Hospital and the County Sheriff's facility. Because the Hospital is one of the major property owners within this area, the Land Use Element calls for a Master Plan to assure compatibility among existing and future uses, and to provide that ambient levels of traffic, noise, and air quality shall be consistent with the hospital's requirements. The Master Plan will be prepared as a cooperative effort of area property owners, including the Hospital, and the City. Issues that the Master Plan will seek to resolve include, but are not limited to, the following: Appropriate types and intensity of commercial and public facility uses; traffic circulation; building setbacks and urban design; sign controls; and utilities (e.g., water, sewer, drainage, and undergrounding of electrical utilities). The proposed Master Plan shall follow the following procedures: 1) Provide public notice to all property owners on the latest assessment rolls within the Special Policy Area; 2) Establish spatial needs and requirements of the hospital and related medical service providers; 3) Inventory existing land uses and project future commercial or public facility development potential; 4) Formulate plan proposals, including any modifications to existing zoning districts, development standards, setbacks, circulation improvements, or sign controls; 5) Prepare any traffic, air quality, and noise impact studies as warranted; 6) Hold at least one public hearing before the Planning Commission. (Additional hearings shall be held as required to conform with any proposed amendments to this general plan or zoning).

9. RELATIONSHIP WITH OTHER GENERAL PLAN ELEMENTS

As noted in the introduction to the Land Use Element, this general plan is comprised of seven required "elements", of which the Land Use Element is only one. The others are Circulation, Housing, Open Space, Conservation, Noise, and Safety. Each of these elements deals with a different set of issues, but all bear a certain relationship to the others. The following will briefly summarize the key issues of the other seven elements of the general plan, and their relationships to this Land Use Element:

- Circulation Element: Closely correlated with the land use element, identifies the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public transportation facilities and issues. Relies upon the Land Use Element in order to establish trip generation and needed road and intersection capacity.

- Housing Element: A comprehensive assessment of current and projected housing needs for all segments of the community and all economic groups. In addition, it embodies the City's policy for providing adequate and affordable housing and includes specific action programs for this purpose. Relies upon the Land Use Element for information on land availability and density.

- Conservation Element: Addresses the conservation, development, and use of natural resources including water, soils, rivers, and mineral deposits. Relies upon the Land Use Element to establish need for developing or conserving water resources, protection of prime agricultural lands, and specifying compatible uses for important resource areas.

- Open Space Element: Details plans and measures for preserving important open space lands for natural resources, managed production of resources, outdoor recreation, public health and safety, and visual amenity. Clear relationship to Land Use Element with respect to agricultural lands, wetlands and riparian areas, etc.

- Noise Element: Identifies and appraises noise problems within the community, and forms the basis for distribution and segregation of land uses based upon their noise compatibility.

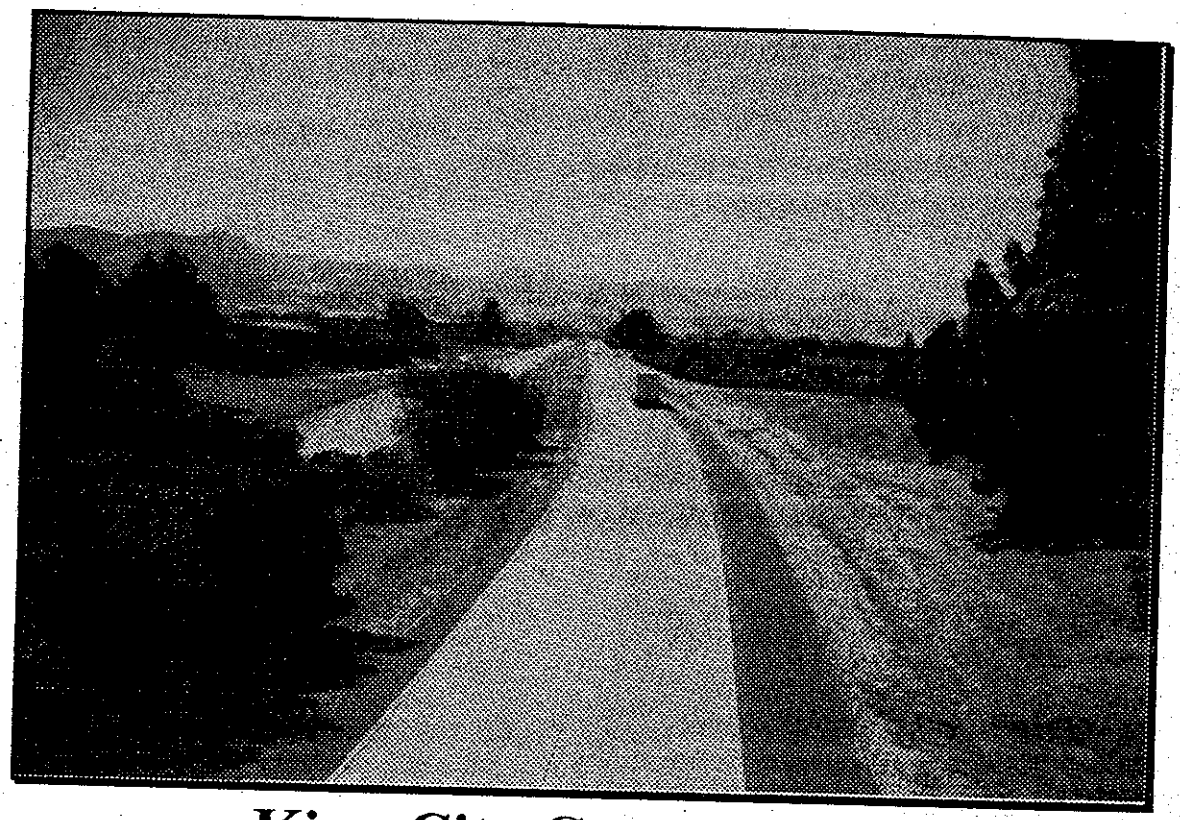
- Safety Element: Establishes policies and programs to protect the community from risks associated with seismic, geologic, flood, and fire hazards. Requires information from the Land Use Element as to floodplain policies, fire and police protection, and designation of hazardous areas.

- Economic Development Element: Presents a strategy for continued, sustainable growth of the economic base of the community through job development in key industrial and service sectors, and through positioning of the city with respect to regional employment trends. The Land Use Element provides the necessary allocation of "M" zoned property in order to assure that continued economic growth would not be constrained by inadequate land area.

10. PROCESS OF ADOPTION

This Land Use Element was considered by the following units of government within King City on the dates shown, and provisionally adopted as the project description for an Environmental Impact Report on the following dates:

Hearing Body	Date of Adoption
Planning Commission	October 21, 1997
City Council	October 28, 1997



King City General Plan
CIRCULATION ELEMENT

KING CITY
CALIFORNIA

Planning Department
212 South Vandenhurst Ave., King City, CA 93930

November 1998

King City General Plan
Circulation Element
November, 1998

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King City General Plan
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King City General Plan Circulation Element

November, 1998

1.0 Purpose And Scope

For almost 60 years, State law has required that each city and county in California adopt a general plan (originally called "master plans" in the 1937 enabling legislation). The law was amended in 1955 to require land and circulation "elements" of a general plan. Although there are now seven required "elements", these two elements are usually considered to be the core of any general plan.

The Circulation Element, according to the law, is to consider "the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan."

The Circulation Element is not simply a transportation plan; it deals with the most basic and fundamental infrastructure of a community: Streets, sidewalks, bicycle lanes, intersections, traffic signals, driveways and other access roads, and even the routing of certain drainage and utility rights of way. As such, the community can use the Circulation Element to begin to address issues of noise and safety, neighborhood preservation, downtown vitality, transit needs, truck routes, and even wheelchair accessibility.

1.1 Circulation Planning in King City's Past and Future

The King City General Plan Circulation Element was last updated in January 1988. Since then, the City's planning area has experienced considerable growth in population, employment and vehicular traffic on City owned streets as well as County roadways and State Highway 101 in the general vicinity. In addition, many of the land use assumptions originally used in the 1988 General Plan have changed. It is, therefore, necessary to update the Circulation Element to account for these socio-economic changes, and to provide a solid basis upon which the City of King can make sound planning decisions.

This document provides a quantitative planning-level analysis of existing and General Plan buildout daily traffic volumes on City street segments as well as County roadways providing access to the City and State Highway 101. In addition, daily traffic volumes are used to evaluate signal warrants at intersections on major thoroughfares such as First Street and Broadway Street.

Traffic circulation is evaluated including alternatives for future streets such as the First Street Bypass. Alternative alignments of the proposed First Street Bypass are discussed. Recommendations are developed for improvements to the future street network, including the First Street bridge widening.

Finally, this Circulation Element will set forth a series of policies and programs regarding the future of transportation and circulation in King City. These policies and programs mirror and complement other policies and programs in the general plan for land use, housing, noise, open space, and safety.

1.2 King City Planning Area

King City is located in the southern portion of the Salinas Valley in Monterey County. The Gabilan mountain range borders the valley on the east and the Santa Lucia Mountain Range lies to the west. The two communities closest to King City are Greenfield (10 miles northwest), and San Lucas (7 miles southeast).

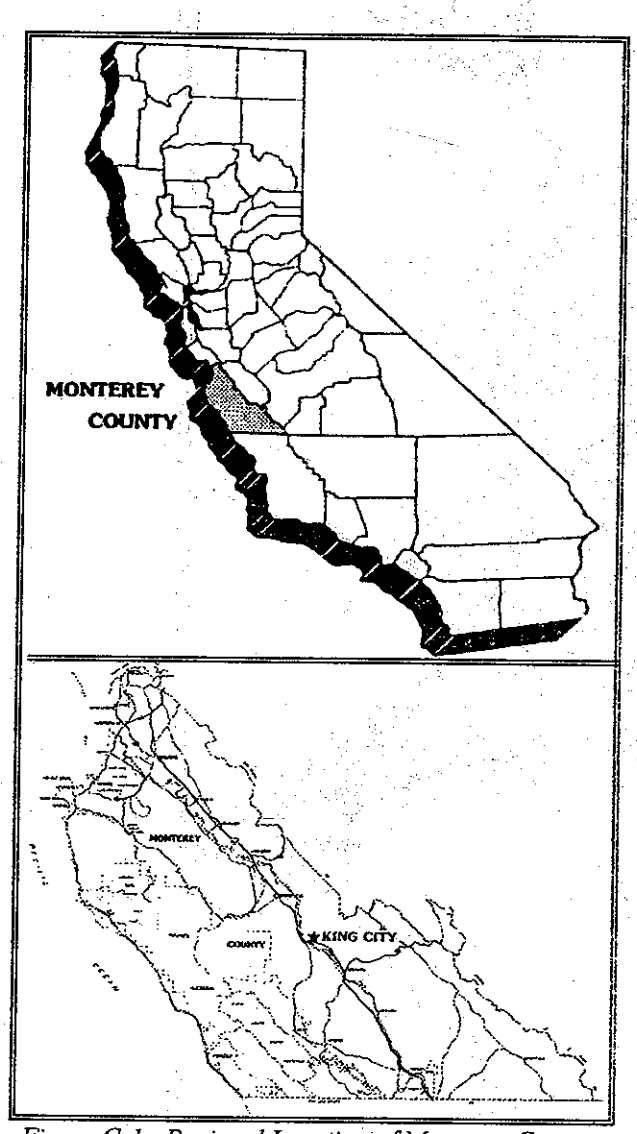


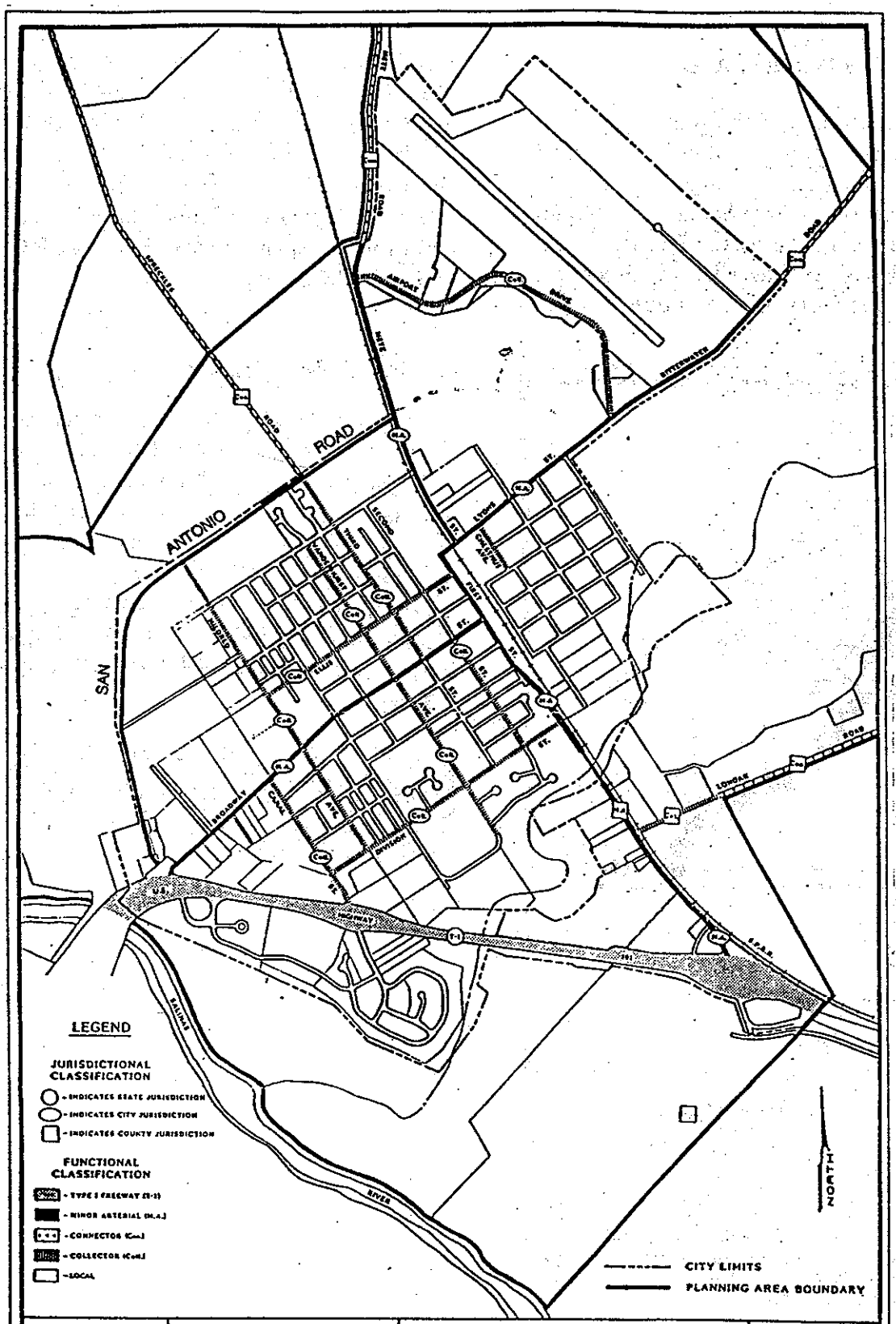
Figure C-1: Regional Location of Monterey County and King City in California

Incorporated in 1911 with 699 residents, King City now has a population of over 10,000. Lands within the planning area of King City consist of approximately 6,042 acres (9.4 square miles). Lands within the city limits consist of approximately 1,812 acres (or 2.8 square miles). See Figure C-2 on the following page.

1.3 Public Participation

Copies of the draft Circulation Element were available for public review at city hall, and at the library prior to each public hearing held in order to review the drafts. A public hearing was noticed at city hall and in a newspaper of general circulation. Prior to approval of the Circulation Element, public comments were received at two planning commission hearings and one city council hearing.

In addition, copies of the draft Circulation Element were distributed to local offices of several State and County agencies for their review and comment.



0 1200 2400
Scale in Feet

CITY OF KING
Existing Street Network With Roadway Functional Classifications

Figure 2

2.0 Existing Traffic Conditions

This section of the Circulation Element will describe the existing transportation system, including roadways, intersection controls, and traffic volumes. The current system of City streets, highways, railroads, bikeways and trails within and leading to King City provides vital multi-modal transportation service to all land uses within the King City planning area. As future development and annexation take place, improvements to the existing transportation facilities and services are required to continue to adequately service increasing travel demand.

2.1 Roadway Functional Classifications

Roadway functional classification refers to the type of roadways, and includes a description of their intended use. Table 1 below provides a description of roadway function classifications.

Table 1:
Descriptions of Roadway Functional Classification

CATEGORY	FUNCTION	CHARACTERISTICS
Type I Freeway	Serves longest trips with highest mobility.	Connects states, regions, and metropolitan areas.
Principal Arterial	Greatest portion of through travel use.	Includes all higher-volume streets except those serving short trips.
Minor Arterial	Serves local and long-distance trips with moderate mobility and considerable land access.	Connects less concentrated traffic-generating areas such as schools, neighborhoods and shopping areas.
Connector	Incorporated and unincorporated jurisdictions.	Collects traffic from neighborhoods and rural areas.
Collector	Serves mixed trips and provides service to abutting land.	Collects traffic from local streets.
Local	All traffic originates from or is destined for abutting lands.	All other rural and local access roads.

Source: Perspective Planning

State Highway 101 is a Type I, limited-access freeway that is maintained by the State Department of Transportation (CalTrans). All other streets in the planning area are owned and maintained by King City, except for those streets outside city limits which are maintained by the County of Monterey.

The five arterial streets in the planning area include:

1. Bitterwater Road
2. Broadway Street
3. First Street
4. Metz Street
5. San Antonio Road

There are thirteen collector streets in the planning area, including:

1. Canal Street
2. Division Street
3. Lonoak Road
4. Mildred Avenue
5. Spreckels Road
6. Third Street
7. Airport Drive
8. Ellis Street
9. Vandenhurst Avenue
10. River Drive
11. Franciscan Way
12. Willow Street
13. King Street

The remaining City streets are classified as local streets and primarily serve abutting land uses, particularly residential use.

The existing street network with roadway functional classifications is shown in Figure C-2 on the following page. Daily vehicular carrying capacities on various roadways are provided in Appendices A and B.

2.2 Existing Street Network

Streets and highways within the King City planning area that are included in this study are listed in alphabetical order as follows:

Airport Drive is a two lane collector street that serves the Airport and various industrial properties.

Bitterwater Road is a two lane east-west arterial street adjacent to the Airport.

Broadway Circle is a two lane local street south of the Highway 101/Broadway Street interchange. The northern terminus of Broadway Circle is connected to Highway 101 southbound on and off-ramps at Broadway Street.

Broadway Street is a two lane east-west arterial street with left turn channelization. Broadway Street is the major thoroughfare from First Street in downtown to Highway 101 at its western terminus. Located at the northwest corner of Broadway Street and Mildred Street is King City High School.

Canal Street is a two lane north-south collector street that connects Broadway Street with Highway 101.

Division Street is a two lane east-west collector street parallel to Broadway Street and intersects with Canal Street, Mildred Street, Third Street and First Street. Division Street provides access for San Lorenzo Middle School and for the Monterey County Fairgrounds.

First Street is a two lane north-south arterial street with left turn channelization in the downtown area. First Street is the major thoroughfare from Ellis Street in downtown to Highway 101 at its southern terminus. It also provides truck access from the southern reach of Highway 101 to the Airport (East Ranch) Industrial Park. The First Street bridge is rather limited with respect to its paved width and right-of-way at the San

Lorenzo Creek crossing south of Division Street. The Southern Pacific railroad track is adjacent to First Street and Metz Road.

Highway 101 is a four lane freeway that provides regional access for King City and provides statewide and interstate access for the movements of people, goods and services. Highway 101 also carries a significant amount of inter-regional automobile and truck traffic. Full interchange access on Highway 101 is provided at Broadway Street, Canal Street and First Street.

Lonoak Road is a two lane east-west collector street east of First Street. Outside the City limit, Lonoak Road functions as a two lane rural road.

Metz Road is a two lane arterial street with left turn channelization at San Antonio Road and Airport Drive. North of Airport Drive, however, Metz Road functions as a two lane rural road.

Mildred Avenue is a two lane north-south collector street which extends from San Antonio Road and the frontage road north of Highway 101. Mildred Avenue provides an access route for the Del Rey and Santa Lucia Elementary Schools.

River Drive is a two lane local street that provides access for the residential areas south of Highway 101 between the Broadway Street-Broadway Circle and Canal Street interchanges.

San Antonio Road is a two lane arterial street with left turn channelization. It currently forms part of a loop road that extends northerly from Broadway Street at the Highway 101 interchange to Willow Street, then easterly to Mildred Avenue and Third Street and terminates at Metz Road. Across Metz Road, East San Antonio Road leads through the East Ranch Industrial Park and loops through to Bitterwater Road.

Spreckels Road is a two lane north-south rural road north of the City limit. Its southern terminus is at San Antonio Road, but connects to Third Street to continue into downtown King City.

Third Street is a two lane north-south collector street between San Antonio Road and Division Street. Third Street also crosses with Ellis Street and Broadway Street.

2.3 Existing Traffic Volumes

Existing two-way total daily traffic volumes (ADT) on the street network are estimated using the latest traffic count data from several sources including the 1988 Circulation Element, Monterey County, California State Department of Transportation (CalTrans), Association of Monterey Bay Area Governments (AMBAG) and two traffic studies recently completed by Keith B. Higgins & Associates, Inc. In some instances where ADT counts are unavailable, ADT's are derived from peak hour volumes using a factor of 10. For consistency between daily traffic count data collected in different years, an annual growth factor of 4 percent is applied to some of the count data to establish the existing ADT for 1995/1996.

The construction of San Antonio Road between Broadway Street and Metz Road was recently completed. San Antonio Road functions as a loop road on the northwest side of the City and serves to divert traffic from Broadway Street and its cross streets. Additional traffic count data collected at the

San Antonio/Broadway Street intersection, subsequent to the completion of San Antonio Road, confirms the anticipated shift in the traffic circulation pattern.

Table 2 on the following page illustrates the ADT's on street segments and Highway 101 under pre-San Antonio and post-San Antonio Road Extension.

2.4 Existing Traffic Operating Conditions

Existing traffic operating conditions on street segments and State Highway 101 are identified by level of service (LOS) using ADT's under the post-San Antonio Road Extension. As shown in Table 2, most street segments and State Highway 101 currently operate in free flow conditions (LOS A or B) with minimal vehicular delays. River Drive, which is a local street, operates at a stable condition (LOS C) when considered for neighborhood quality-of-life.

2.5 Signal Warrant Evaluation

Intersections within the City planning area are controlled by traffic signals, STOP signs or YIELD signs. Currently, the only signalized intersection is located at San Antonio Road/Broadway Street. All other intersections are controlled by STOP or YIELD signs at the minor approaches. A total of nine unsignalized intersections are evaluated for daily signal warrants using ADT's estimated from count data on adjacent or nearby street segments. As shown in Table 3 below, ADT's on none of the nine intersections meet CalTrans daily signal warrant requirements. A sample CalTrans signal warrant worksheet is attached in Appendix C.

Table 2:

AVERAGE DAILY TRAFFIC VOLUME (ADT) & LEVEL OF SERVICE (LOS) SUMMARY
EXISTING CONDITIONS

STREET SEGMENT	DESCRIPTION	COUNT SOURCE	EXISTING ADT COUNT PRE-SAN ANTONIO ROAD EXTENSION	EXISTING ADT COUNT POST-SAN ANTONIO ROAD EXTENSION	LOS
1. AIRPORT DRIVE					
a. Metz - Bitterwater	2 Lane Collector	2	970	970	A
2. BITTERWATER ROAD					
a. North of Industrial Way	2 Lane Rural Highway	2	800	800	A
3. BROADWAY CIRCLE					
a. South of Highway 101	2 Lane Collector	2	6,130	6,130	B
4. BROADWAY STREET					
a. First - Second	2 Lane Arterial	2	2,870	2,090	A
b. San Lorenzo - Mildred	2 Lane Arterial	1	7,570	6,790	A
c. Mildred - Canal	2 Lane Arterial	1	9,700	8,140	A
d. North of San Antonio	2 Lane Arterial	2	8,090	6,530	A
e. South of San Antonio	2 Lane Arterial	2	500	500	A
5. CANAL STREET					
a. South of Broadway	2 Lane Collector	5	5,000	5000	A
b. North of Highway 101	2 Lane Collector	5	5,200	5,200	A
c. South of Highway 101	2 Lane Collector	5	4,890	4,890	A
6. DIVISION STREET					
a. Canal - First	2 Lane Collector	5	2,600	2,600	A
7. FIRST STREET					
a. Broadway - Ellis	2 Lane Arterial	2	4,570	3,790	A
b. Bassett - Broadway	2 Lane Arterial	2	5,300	5,300	A
c. South of Division Street	2 Lane Arterial	7	3,840	3,840	A
d. North of Highway 101	2 Lane Arterial	2	3,750	3,750	A
e. South of Highway 101	2 Lane Arterial	2	730	730	A
8. FIRST STREET BYPASS					
a. Bitterwater - Lonoak	Future		N.A.	N.A.	N.A.
b. Lonoak - Highway 101	Future		N.A.	N.A.	N.A.
9. HIGHWAY 101					
a. South of First	4 Lane Freeway	4	14,800	14,800	A
b. First - Canal	4 Lane Freeway	4	13,650	13,650	A
c. Canal - Broadway	4 Lane Freeway	4	17,200	17,200	A
d. North of Broadway	4 Lane Freeway	4	24,300	24,300	A
10. HIGHWAY 101/BROADWAY INTERCHANGE					
a. Northbound off ramp	1 Lane Ramp	2	1,100	1,100	A
b. Northbound on ramp	1 Lane Ramp	2	4,800	4,800	A
c. Southbound off ramp	1 Lane Ramp	2	4,800	4,800	A
d. Southbound on ramp	1 Lane Ramp	2	1,400	1,400	A
11. HIGHWAY 101/CANAL INTERCHANGE					
a. Northbound off ramp	1 Lane Ramp	6	1,050	1,050	A
b. Northbound on ramp	1 Lane Ramp	6	2,600	2,600	A
c. Southbound off ramp	1 Lane Ramp	6	2,850	2,850	A

Table 2, cont.

AVERAGE DAILY TRAFFIC VOLUME (ADT) & LEVEL OF SERVICE (LOS) SUMMARY
EXISTING CONDITIONS

STREET SEGMENT	DESCRIPTION	COUNT SOURCE	EXISTING ADT COUNT PRE-SAN ANTONIO ROAD EXTENSION	EXISTING ADT COUNT POST-SAN ANTONIO ROAD EXTENSION	LOS
d. Southbound on ramp	1 Lane Ramp	6	850	850	A
12. HIGHWAY 101/FIRST ST. INTERCHANGE					
a. Northbound off ramp	1 Lane Ramp	2	1,200	1,200	A
b. Northbound on ramp	1 Lane Ramp	2	1,550	1,550	A
c. Southbound off ramp	1 Lane Ramp	2	1,450	1,450	A
d. Southbound on ramp	1 Lane Ramp	2	800	800	A
13. LONOAK ROAD					
a. East of First	2 Lane Rural Highway	3	150	150	A
14. LYONS STREET					
a. East of Metz	2 Lane Arterial	2	2,200	2,200	A
b. Ellis - Metz	2 Lane Arterial	2	4,570	4,570	A
15. METZ ROAD					
a. North of Airport	2 Lane Rural Highway	2	1,100	1,100	A
b. Airport - San Antonio	2 Lane Rural Highway	2	2,400	2,400	B
c. San Antonio - Lyons	2 Lane Rural Highway	2	2,890	2,890	B
16. MILDRED AVENUE					
a. Bassett - Broadway	2 Lane Collector	1	1,600	820	A
b. Broadway - Ellis	2 Lane Collector	1	4,490	3,710	A
c. South of San Antonio	2 Lane Collector	1	990	990	A
17. RIVER DRIVE					
a. Rio Vista - Broadway Circle	2 Lane Local Road	5	1,460	1,460	C
18. SAN ANTONIO ROAD					
a. North of Broadway	2 Lane Arterial	1	240 *	3,370	A
b. South of Third Street	2 Lane Arterial	1	2,570 *	4,140	A
c. Third - Metz	2 Lane Arterial	2	2,570 *	4,140	A
d. Metz - Bitterwater	Future		N.A.	N.A.	
19. SPRECKLES ROAD					
a. North of San Antonio	2 Lane Rural Highway	3	700	700	A
20. THIRD STREET					
a. Broadway - San Antonio	2 Lane Collector	5	5,200	5,200	A
		TOTAL	200,040	199,290	

Note: PM peak hour volumes obtained from sources #1 and #2 are expanded by a factor of 10 to estimate daily volumes.
Daily volumes obtained from sources #5 and #7 are adjusted to 1995 level using a growth factor of 4% per year.
Daily volumes on Pre-San Antonio Road Extension are obtained from recent traffic studies.

Source:
1. Riverview Gardens Townhomes Traffic Impact Study, Keith B. Higgins & Assoc., Inc., June 27, 1995
2. Airport Industrial Park Traffic Study, Keith B. Higgins & Assoc., Inc., May 31, 1995.
3. 1994 Annual Average Daily Traffic, Monterey County Department of Public Works Traffic Engineering.
4. 1994 Traffic Volumes, State of California Department of Transportation.

Table 3:
Signal Warrant Summary Based on Average Daily Traffic Volumes (ADT)
(Existing Conditions)

MAJOR APPROACH		MINOR APPROACH		Warrant 1 Minimum Vehicular Requirements [1]		Warrant 2 Interruption of Continuous Traffic [2]		Warrant 3 Combination [1] & [2]	Total No. of Warrants Met
Street Segment	ADT /a/	Street Segment	ADT /b/	Meet Signal Warrant?	Fulfill 80% or more?	Meet Signal Warrant?	Fulfill 80% or more?	Meet 80% of Both Warrants?	
1. Broadway St	6,530	I-101 NB Ramps	1,100	No	Yes	No	No	No	0
2. Broadway St	8,140	Canal St	3,000	Yes		No	No	No	0
3. Broadway St	7,470	Mildred Ave	1,860	No	Yes	No	No	No	0
4. Third St	5,200	Broadway St	2,190	No	No	No	No	No	0
5. First St	4,550	Broadway St	1,460	No	No	No	No	No	0
6. San Antonio Rd	4,140	Third St	3,120	No	No	No	No	No	0
7. San Antonio Rd	4,140	Metz Rd	1,590	No	No	No	No	No	0
8. Lyons St	2,400	Metz Rd	1,730	No	No	No	No	No	0
9. Airport Dr	970	Bitterwater Rd	480	No	No	No	No	No	0

Note /a/ Daily traffic volumes (ADT) on major street (total of both approaches).
/b/ Daily traffic volumes (ADT) on higher volume minor street approach (one direction only). The higher volume approach is assumed to be 60% of the roadway volume (2-way total).

Source: Keith Higgins and Associates

3.0 Other Transportation and Circulation Issues

The Circulation Element is required to address several issues besides vehicular traffic, although automobiles are the most dominant form of transportation. Issues to be addressed in this plan include parking; transit, rail and air passenger services; commercial freight shipping; and non-motorized transportation.

3.1 Parking

Most parking demand is generated by retail businesses. The retail commercial areas of King City are concentrated along Broadway Street, particularly between First Street and Vandenhurst Avenue; and in the King City Center at Canal Street and Franciscan Way.

In the traditional "downtown" area along Broadway Street, most parking is provided on-street both on Broadway Street and its various side streets. A few large businesses such as major banks have developed private off-street parking on their premises, but most

parcels and businesses are too small to accommodate off-street parking or loading areas. Shoppers park as close as possible to the front of the business they wish to patronize. Since the downtown is relatively small-scale with several vacant lots, parking is usually easy to find.

Between Third Street and First Street, parking is aligned diagonally from the curb rather than parallel. This arrangement maximizes the number of spaces and reduces traffic speeds. Parking is limited to two hours, but is unmetered and time limits are not strictly enforced.

Parking does not appear to be a substantial problem at the more newly-developed shopping areas, including the King City Center. The City's Zoning Ordinance requires a minimum number of off-street parking and loading spaces based upon various categories of commercial uses and the floor area of all proposed uses. These spaces are usually provided on-site, although the ordinance does permit off-site parking to be developed -- even within contiguous properties not zoned for commercial use.

3.2 Transit, Rail, and Air Passenger Services

In King City, there are only three forms of public transit:

- Internal "dial-a-ride" trips are provided by King City Transportation Company under contract with the City. This system provides an average of 50 trips per day, and operates on an as-needed basis between 8:00 a.m. and 5:00 p.m. The system is supported by fares, and from the Monterey County Transportation Agency.
- Regional bus service is provided by Greyhound Lines, Inc., with four daily buses in each direction arriving and departing from 316 First Street.
- Finally, South County Transit provides commuter service three times daily on weekdays between King City and Salinas.

There is no scheduled rail or air service from King City. The nearest Amtrak station with a passenger depot is located in Salinas, approximately 50 miles north of King City. The nearest airport with commercial airline service is the Monterey Peninsula Airport, located on Highway 68 between Salinas and Monterey and about 60 miles from King City.

General aviation facilities are available at Mesa del Rey Airport within the King City municipal boundaries. This airport is owned and operated by the city with a contract to a fixed base operator. It consists of one runway approximately 4,500 feet in length. There is no control tower, so incoming and outgoing flights operate under visual flight rules. Terminal facilities include a service and maintenance hangar for the FBO, two storage hangars with a capacity for 18 aircraft, and uncovered tie-downs for an additional 58 aircraft.

Airports are also operated by the cities of Salinas and Paso Robles, both about 50 miles from King City. Both Salinas and Monterey Peninsula Airports have several aircraft charter and rental services for passenger or freight.

3.3 Freight Shipping Services

King City originally came into being when Southern Pacific Railroad Company established "Kings Station" in July, 1886. Since then, the community has served as a major processing, packing, and shipping point for the agricultural products of the southern Salinas Valley. Southern Pacific still provides freight service in King City, although most products are now shipped by truck.

The following firms are presently involved in trucking fresh or processed vegetables, grains, or other agricultural commodities from King City: Basic Vegetable, Cal Compack Foods; Creekside Farms; Frudden Produce; L.A. Hearne Warehouse Company; J.T. Larson Co.; Meyer Tomatoes; and Pacific Valley Harvesting. In addition, the Wm. J. Clark Company is a major local trucking firm for sand and gravel products.

3.4 Non-Motorized Transportation

Besides the private automobile, King City residents also rely upon bicycles or walking for internal transportation. The compact size of the city, and its relatively flat topography, facilitate the use of these two alternate modes of transportation. Besides the benefits to personal health, bicycling and walking also help conserve fossil fuels, reduce air pollution, and save wear and tear on the road system.

There are no striped or signed bicycle lanes within King City, nor are there any designated hiking or horse trails within the community. Sidewalks do exist, however, along almost all of the streets throughout the city. This Circulation Element will serve to promote the use of alternate, non-motorized transportation where appropriate.

4.0 Circulation System Planning and the Land Use Element

This section of the Circulation Element will provide a forecast of future traffic conditions under conditions of the projected buildout, as provided by the Land Use Element of the general plan. The land use and circulation elements must be considered together as an integrated and mutually-supportive set of goals. In order to assure this integration, consultants for the city have developed a traffic model that provides detailed estimates of future traffic volumes under reasonable assumptions of growth, including annexations and build-out of existing parcels.

4.1 Buildout Traffic Conditions/ Approach and Methodology

A traffic model was developed to provide planning-level forecasts of travel demand and level of service analysis of daily traffic volumes. The traffic model utilizes user defined parameters and formulae to calculate trip generation, distribution and assignment and to calibrate the existing model volumes to existing daily traffic counts. User defined parameters and formulae were designed based on existing traffic distribution patterns, traffic assignment data from the Transportation Agency for Monterey County (TAMC), and from regional and local circulation patterns.

The City planning area is divided into Traffic Analysis Zones (TAZ's) to aggregate land use and better define vehicle trip origins and destinations. Existing and buildout assessor parcel data are compiled by TAZ and land use. Daily trip generation is determined using land use quantities and daily trip rates. Existing trips generated are distributed and assigned to the street network. Trip distribution and assigned travel path assumptions are refined in calibrating existing model volumes. Future growth in traffic is distributed and assigned to the study street network and then added to the existing traffic counts to establish the buildout traffic volumes.

4.2 Land Use Classification

King City land use is grouped under several classifications. The classification system is presented in Appendix D, and is further discussed in the Land Use Element of the general plan.

For the purpose of this Circulation Element, residential land use was calculated using either the average number of dwelling units per parcel or allowable density per net acre, not gross acreage. Under any one category of residential use, the gross acreage on a parcel may vary widely. Low density or single family category is assumed to have one dwelling unit per parcel. Duplexes are assumed to have two dwelling units per parcel. Other rental apartments, condominium and group quarters have higher densities.

4.3 Land Use Data Analysis

The King City planning area was divided into 14 Traffic Analysis Zones (TAZ's). The boundaries of many of these TAZ's are defined by the City limits, City arterial streets, State Highway 101, Southern Pacific Railroad, Salinas River and San Lorenzo Creek. These 14 TAZ's include both developed and undeveloped areas within the King City planning area. King City land use

classification's and TAZ's are illustrated in Figure C-3 on the following page. The land use classifications indicate allowable uses. Many of the sites are currently undeveloped or underdeveloped.

Existing and buildout assessor parcel data obtained from the City was aggregated by TAZ, land use category and quantity. Land use quantities were measured in dwelling units for residential use, and gross acreage for non-residential use.

King City currently has approximately 2,700 dwelling units and 820 acres of land for non-residential urban uses. At buildout, King City is expected to have approximately 4,160 dwelling units and 850 gross acres of land for non-residential urban uses.

For the purpose of trip generation, the King City land use categories include: single family, multiple family/mobile home park, office, retail/commercial, industrial, government/civic center/hospital, college/ school/church, airport/cemetery/park/golf course, agricultural and vacant/open space/ undevelopable. Summaries of existing land use, buildout land use and changes in land use are shown in Table 4 following Figure C-3 below.

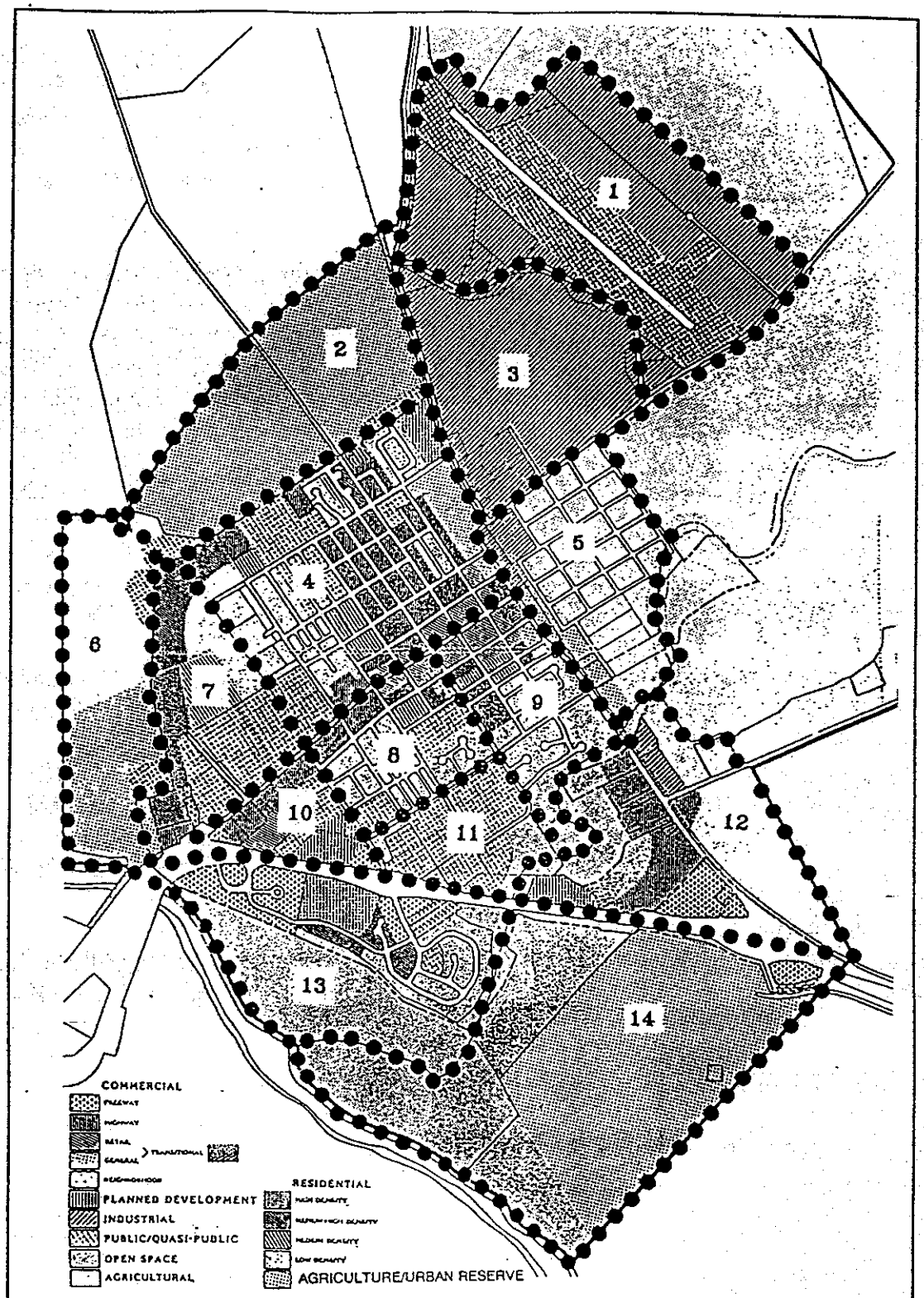
4.4 Trip Generation Rates

Daily trip generation rates for residential uses were obtained from data published by the San Diego Association of Governments (SANDAG). Residential uses primarily produce home-based-work, home-based-school, home-based-shop and home-based-social trips. Residential uses also attract some home-based-social trips, but homes primarily produce rather than attract trips. Accordingly, the number of dwelling units is the key in determining citywide traffic generation, and estimating potential patronage of shopping centers by local residents versus out-of-town visitors and Highway 101 passbys.

Daily trip generation rates for non-residential uses were also obtained from SANDAG, although some of these trip rates were adjusted to provide a more realistic estimate given the City's geographic and socio-economic characteristics. Examples of non-residential uses are offices, clinics, boutique, restaurants, mills, banks, realtors, gas stations, schools, airport and farms. These uses attract home-based-work trips, home-based-shop trips and non-home based trips such as business trips and deliveries.

Since SANDAG's gross trip rates include all trip purposes, adjustment factors are used to lower the gross trip rates to avoid double counting for those home-based trips with destinations where trips are primarily attracted to. Trips originating from homes are not discounted and have an adjustment factor of 1.00.

Daily trip rates are summarized in Table 5, which follows Figure C-3 and Table 4 below.



CITY OF KING

City of King Land Use And Traffic Analysis Zone Map

Figure 3

Table 4: Existing Land Use Inventory, General Plan Buildout, and Summary of Changes

EXISTING LAND USE INVENTORY

Land Use	Unit	KING CITY INTERNAL TRAFFIC ANALYSIS ZONES														Total
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	
Single Family	du				495	4	148	88	213	327	3	10	1	86		1375
Multiple Family/Mobile Home Park	du				144	13	135	90	25	25	60		7	206		705
Office	acre	14		1	5	4			1		4		8		5	42
Retail/Commercial	acre			1	12		1	1	6	19	20		1	16		77
Industrial	acre	61		38	12	28				2			7			148
Government/Civic Center/Hospital	acre						1	15	16	1	2		1	1		37
College/School/Church	acre				52				10		8	7		2		79
Airport/Cementary/Park/Golf Course	acre	157					203	12				52	13			437
Agricultural	acre		295	99		37	271						407	3	344	1456
Vacant/Open Space/Undevelopable	acre	75	257	1	3	31	58	35			6	2	18	259		745
Total	**du**	**0**	**0**	**0**	**639**	**17**	**283**	**178**	**238**	**352**	**63**	**10**	**8**	**292**	**0**	**2080**
	acre	**307**	**552**	**140**	**84**	**100**	**534**	**63**	**33**	**22**	**40**	**61**	**455**	**281**	**349**	**3021**

SUMMARY OF CHANGES IN LAND USE

Land Use	Unit	KING CITY INTERNAL TRAFFIC ANALYSIS ZONES														Total
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	
Single Family	du	0	726	0	-210	-4	153	38	-35	-193	-3	-1	-1	1	381	852
Multiple Family/Mobile Home Park	du	0	0	0	897	-8	-16	-21	78	166	33	0	-2	95	3	1225
Office	acre	-14	0	-1	10	8	0	0	-1	6	-4	0	-8	0	-5	-9
Retail/Commercial	acre	0	0	-1	6	0	7	0	3	-9	4	0	30	11	4	55
Industrial	acre	89	2	102	-12	8	0	0	0	-2	0	0	11	0	0	198
Government/Civic Center/Hospital	acre	0	0	0	0	0	-1	0	-9	-1	6	0	-1	-1	0	-7
College/School/Church	acre	0	0	0	-1	0	0	0	-1	0	-8	0	0	-2	0	-12
Airport/Cementary/Park/Golf Course	acre	0	0	0	0	0	-193	-12	0	0	0	-17	-13	0	0	-235
Agricultural	acre	0	-65	-99	0	10	0	0	0	0	0	0	-35	-3	-250	-442
Vacant/Open Space/Undevelopable	acre	-75	-177	-1	-3	-7	148	-23	0	16	-6	17	-5	-14	41	-89
Total	**du**	**0**	**726**	**0**	**687**	**-12**	**137**	**17**	**43**	**-27**	**30**	**-1**	**-3**	**96**	**384**	**2077**
	acre	**0**	**-240**	**0**	**0**	**19**	**-39**	**-35**	**-8**	**10**	**-8**	**0**	**-21**	**-9**	**-210**	**-541**

GENERAL PLAN BUILDOUT LAND USE SUMMARY

Land Use	Unit	KING CITY INTERNAL TRAFFIC ANALYSIS ZONES														Total
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	
Single Family	du		726		285		301	126	178	134		9		87	381	2227
Multiple Family/Mobile Home Park	du				1041	5	119	69	103	191	93		5	301	3	1930
Office	acre				15	12				6						33
Retail/Commercial	acre				18		8	1	9	10	24		31	27	4	132
Industrial	acre	150	2	140		36							18			346
Government/Civic Center/Hospital	acre							15	7		8					30
College/School/Church	acre				51				9			7				67
Airport/Cementary/Park/Golf Course	acre	157					10					35				202
Agricultural	acre		230			47	271						372		94	1014
Vacant/Open Space/Undevelopable	acre		80			24	206	12		16		19	13	245	41	656
Total	**du**	**0**	**726**	**0**	**1326**	**5**	**420**	**195**	**281**	**325**	**93**	**9**	**5**	**388**	**384**	**4157**
	acre	**307**	**312**	**140**	**84**	**119**	**495**	**28**	**25**	**32**	**32**	**61**	**434**	**272**	**139**	**2480**

Table 5:
Trip Generation Rates

Land Use	Code	Unit	Daily Trip Rate/Unit		
			Gross /a/	Adjustment Factor /b/	Net
Single Family	R1	du	10	1.00	10.0
Multiple Family/Mobile Home Park	R2+, MHP, FLH	du	7	1.00	7.0
Office	GC	acre	600	0.25	150.0
Retail/Commercial	RC, HC, FC, NC	acre	400	0.25	100.0
Industrial	GI, LI	acre	80	0.25	20.0
Government/Civic Center/Hospital	PQ	acre	120	0.35	42.0
College/School/Church	PQ	acre	50	0.25	12.5
Airport/Cementary/Park/Golf Course	PQ, R	acre	5	0.25	1.3
Agricultural	AG	acre	2	0.35	0.7
Vacant/Open Space/Undevelopable	V, OS, U	acre	1	0.05	0.1

Note: /a/ Gross trip rates are obtained from SANDAG, May 1995. Some of the SANDAG trip rates are lowered to provide a more realistic estimate given the City's geographic and socio-economic characteristics.

/b/ Adjustment factors are applied to lower the gross trip rates to avoid double counting for home based trips with destinations at offices, schools and shopping centers, etc. Trips originating from homes are not discounted and have an adjustment factor of 1.00.

Source: Keith Higgins & Associates

4.5 Trip Generation

Existing daily trip generation by TAZ is determined by multiplying the land use quantities in the "Existing Land Use Inventory" from Table 4 above, with the net daily trip rates from Table 5 above. This results in a total of approximately 39,800 net existing daily vehicular trips.

Similarly, buildout daily trip generation by TAZ is determined by multiplying the land use quantities in the "General Plan Buildout Land Use Summary" from Table 4, with the net daily trip rates from Table 5. This process results in an estimate of approximately 65,540 net daily vehicular trips. This represents an increase of 25,770 daily trips, or 1.64 times the existing trip generation. Summaries of trip generation are shown in Table 6 on the following page.

Trip distribution and assignment are discussed below.

Table 6: Existing Daily Trip Generation, General Plan Buildout Daily Trip Generation, and Summary of Changes in Daily Trip Generation

EXISTING DAILY TRIP GENERATION SUMMARY

Land Use	Unit	KING CITY INTERNAL TRAFFIC ANALYSIS ZONES														Total
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	Trips
Single Family	du	0	0	0	4950	40	1480	880	2130	3270	30	100	10	860	0	13750
Multiple Family	du	0	0	0	1008	91	945	630	175	175	420	0	49	1442	0	4940
Office	acre	2100	0	150	750	600	0	0	150	0	600	0	1200	0	750	6300
Retail/Commercial	acre	0	0	100	1200	0	100	100	600	1900	2000	0	100	1600	0	7700
Industrial	acre	1220	0	760	240	560	0	0	0	40	0	0	140	0	0	2960
Govt/Civic Center	acre	0	0	0	0	0	42	630	672	42	84	0	42	42	0	1550
College/School	acre	0	0	0	650	0	0	0	125	0	100	88	0	25	0	990
Airport/Cementary	acre	196	0	0	0	0	254	15	0	0	0	65	16	0	0	550
Agricultural	acre	0	207	69	0	26	190	0	0	0	0	0	285	2	241	1020
Vacant	acre	4	13	0	0	2	3	2	0	0	0	0	1	13	0	40
Total	Trips	3520	220	1080	8800	1320	3010	2260	3850	5430	3230	250	1840	3980	990	39800

GENERAL PLAN BUILDOUT DAILY TRIP GENERATION SUMMARY

Land Use	Unit	KING CITY INTERNAL TRAFFIC ANALYSIS ZONES														Total
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	Trips
Single Family	du	0	7260	0	2850	0	3010	1260	1780	1340	0	90	0	870	3810	22270
Multiple Family	du	0	0	0	7287	35	833	483	721	1337	651	0	35	2107	21	13510
Office	acre	0	0	0	2250	1800	0	0	0	900	0	0	0	0	0	4950
Retail/Commercial	acre	0	0	0	1800	0	800	100	900	1000	2400	0	3100	2700	2000	14800
Industrial	acre	3000	40	2800	0	720	0	0	0	0	0	0	360	0	0	6920
Govt/Civic Center	acre	0	0	0	0	0	0	630	294	0	336	0	0	0	0	1260
College/School	acre	0	0	0	638	0	0	0	113	0	0	88	0	0	0	840
Airport/Cementary	acre	196	0	0	0	0	13	0	0	0	0	44	0	0	0	250
Agricultural	acre	0	161	0	0	33	190	0	0	0	0	0	260	0	66	710
Vacant	acre	0	4	0	0	1	10	1	0	1	0	1	1	12	2	30
Total	Trips	3200	7470	2800	14820	2590	4860	2470	3810	4580	3390	220	3760	5690	5900	65540

SUMMARY OF CHANGES IN DAILY TRIP GENERATION

Land Use	Unit	KING CITY INTERNAL TRAFFIC ANALYSIS ZONES														Total
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	Trips
Single Family	du	0	7260	0	-2100	-40	1530	380	-350	-1930	-30	-10	-10	10	3810	8520
Multiple Family	du	0	0	0	6279	-56	-112	-147	546	1162	231	0	-14	665	21	8580
Office	acre	-2100	0	-150	1500	1200	0	0	-150	900	-600	0	-1200	0	-750	-1350
Retail/Commercial	acre	0	0	-100	600	0	700	0	300	-900	400	0	3000	1100	2000	7100
Industrial	acre	1780	40	2040	-240	160	0	0	0	-40	0	0	220	0	0	3960
Govt/Civic Center	acre	0	0	0	0	0	-42	0	-378	-42	252	0	-42	-42	0	-290
College/School	acre	0	0	0	-13	0	0	0	-13	0	-100	0	0	-25	0	-150
Airport/Cementary	acre	0	0	0	0	0	-241	-15	0	0	0	-21	-16	0	0	-290
Agricultural	acre	0	-46	-69	0	7	0	0	0	0	0	0	-25	-2	-175	-310
Vacant	acre	-4	-9	-0	-0	-0	7	-1	0	1	-0	1	-0	-1	2	0
Total	Trips	-320	7250	1720	6030	1270	1840	220	-40	-850	150	-30	1910	1710	4910	25770

4.6 Trip Distribution

A vehicle trip is characterized by its purpose, origin, destination and travel path. Trip components are used to describe regional and local travel patterns. Internal-internal (I-I) trips have both origins and destinations within the 14 internal zones in the King City planning area.

Not all trips begin and/or end in King City. Internal-external (I-X) trips and external-internal (X-I) trips have either their origin or destination outside the King City planning area. External-external (X-X) trips have both origin and destination outside of the King City planning area. Some X-X trips are expected to stop at service stations, restaurants and retail stores while driving through King City on Highway 101. Roadways which connect King City to other regions and communities are known as external gates.

Trip distribution defines the percentage of trips made by all trip components. On a daily basis, all trips are assumed to have a directional split of 50/50. The existing daily model is calibrated to closely match model volumes to existing counts as shown on columns [1] and [2] of Exhibit 10. Trip generation rates, distribution and assigned travel paths are refined in the calibration process. This results in daily trip distribution percentages of 52% I-I and 48% I-X plus X-I. The trip distribution percentages at the five external "gates" to King City are listed as follows:

- 30% Highway 101 (north of Broadway Street interchange)
- 12% Highway 101 (south of First Street interchange)
- 2% Spreckels Road (north of San Antonio Road)
- 2% Metz Road (north of Airport Dr.)
- 2% Bitterwater Road (east of Airport Drive)

The existing model was then calibrated so that the final trip generation rates, trip distribution percentages and assigned travel paths could be used for the buildout scenario. The calibrated model generally correlates with actual counts. The major discrepancies occur at access routes to the industrial area near the airport (i.e., Airport Drive, First Street, Bitterwater Road, and San Antonio Road) which are expected to carry heavier traffic than the actual counts. This is due to lower intensity development either in building square footage, employment densities or activity than typical. Another explanation is that there is significant variation in the agricultural industries associated with harvesting seasons. Calculated volumes are slightly lower than actual volumes primarily on Broadway Circle, Broadway, and Canal Street. These differences are not large, however, that they affect the conclusions of the analysis.

Existing Highway 101 traffic assignments are significantly lower than actual counts because only traffic generated by King City is included in the assignment. Approximately 11,000 ADT is external through traffic which does not originate or terminate with the Planning Area.

4.7 Trip Assignment

All internal-internal trips were distributed from their origins to their destinations at all 14 TAZ's within the King City planning area. Trips were assigned one or more travel paths depending on roadway capacities and travel time on alternative routes between an origin-destination pair. The grid street system in King City allows motorists to choose from a large number of possible routes with little perceived difference in travel time.

For the purpose of streamlining the trip assignment process, however, not all local streets were used to assign traffic. Arterial streets such as Broadway and San Antonio Road are expected to carry the highest volume of daily traffic. Daily traffic volumes assigned to City street segments, County roadways and State Highway 101. The resulting volumes are listed in Table 7 on the following page.

4.8 Buildout Traffic Volumes

On the basis of General Plan land use assumptions, buildout ADT's will grow moderately on many of the street segments listed in Table 7. At buildout, the sum of volumes on all street segment shown in Table 7 will be 259,740 daily vehicles or a 30% increase from the existing 199,300 daily vehicles.

Future growth in traffic includes growth resulting from developments within the City planning area as well as background growth of through traffic on State Highway 101. Future developments within the King City planning areas account for most of the traffic increase.

4.9 Buildout Traffic Operating Conditions

Buildout traffic operating conditions on street segments and State Highway 101 are identified by level of service (LOS). As shown in Table 7, all street segments and State Highway 101 will operate at a stable condition (LOS C or better) with average delays.

4.10 Signal Warrant Evaluation

A total of twelve unsignalized intersections were evaluated for signal warrants using buildout ADT's estimated from adjacent or nearby street segments. As shown in Table 8, the future ADT's at nine of the twelve intersections would appear to warrant traffic signals at general plan buildout.

Table 7: Average Daily Traffic Volume (ADT) and Level of Service (LOS) Summary: General Plan Buildout Without First Street Bypass

AVERAGE DAILY TRAFFIC VOLUME (ADT) & LEVEL OF SERVICE (LOS) SUMMARY
GENERAL PLAN BUILDOUT WITHOUT FIRST STREET BYPASS

STREET SEGMENT	DESCRIPTION	EXISTING			GENERAL PLAN		
		ADT COUNT /a/ [1]	LOS	ADT MODEL ASSIGNMENT /b/ [2]	BUILDOUT ADT [3]	LOS	GROWTH RATIO [3] / [1]
1. AIRPORT DRIVE							
a. Metz - Bitterwater	2 Lane Collector	970	A	1,670	2,240	A	2.3
2. BITTERWATER ROAD							
a. North of Industrial Way	2 Lane Rural Highway	800	A	270	800	A	1.0
3. BROADWAY CIRCLE							
a. South of Highway 101	2 Lane Collector	6,130	B	3,140	6,130	A	1.0
4. BROADWAY STREET							
a. First - Second	2 Lane Arterial	2,090	A	1,040	2,090	A	1.0
b. San Lorenzo - Mildred	2 Lane Arterial	6,790	A	2,840	6,790	A	1.0
c. Mildred - Canal	2 Lane Arterial	8,140	A	3,000	8,140	A	1.0
d. North of San Antonio	2 Lane Arterial	6,530	A	2,500	6,350	A	1.0
e. South of San Antonio	2 Lane Arterial	500	A	240	500	A	1.0
5. CANAL STREET							
a. South of Broadway	2 Lane Collector	5,000	A	2,610	5,000	A	1.0
b. North of Highway 101	2 Lane Collector	5,200	A	1,260	5,200	A	1.0
c. South of Highway 101	2 Lane Collector	4,890	A	1,060	4,890	A	1.0
6. DIVISION STREET							
a. Canal - First	2 Lane Collector	2,600	A	0	2,680	A	1.0
7. FIRST STREET							
a. Broadway - Ellis	2 Lane Arterial	3,790	A	3,860	4,440	A	1.2
b. Bassett - Broadway	2 Lane Arterial	5,300	A	4,890	5,300	A	1.0
c. South of Division Street	2 Lane Arterial	3,840	A	5,600	4,360	A	1.1
d. North of Highway 101	2 Lane Arterial	3,750	A	7,400	5,350	A	1.4
e. South of Highway 101	2 Lane Arterial	730	A	5,010	1,080	A	1.5
8. FIRST STREET BYPASS							
a. Bitterwater - Lonoak	Future	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
b. Lonoak - Highway 101	Future	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
9. HIGHWAY 101							
a. South of First	4 Lane Freeway	14,800 /c/	A	3,740	31,230 /d/	B	2.1
b. First - Canal	4 Lane Freeway	13,650 /c/	A	4,970	30,670 /d/	B	2.2
c. Canal - Broadway	4 Lane Freeway	17,200 /c/	A	3,810	31,400 /d/	B	1.8
d. North of Broadway	4 Lane Freeway	24,300 /c/	A	8,300	36,710 /d/	B	1.5
10. HIGHWAY 101/BROADWAY INTERCHANGE							
a. Northbound off ramp	1 Lane Ramp	1,100	A	440	1,120	A	1.0
b. Northbound on ramp	1 Lane Ramp	4,800	A	2,700	4,800	A	1.0
c. Southbound off ramp	1 Lane Ramp	4,800	A	2,700	4,800	A	1.0
d. Southbound on ramp	1 Lane Ramp	1,400	A	440	1,400	A	1.0
11. HIGHWAY 101/CANAL INTERCHANGE							
a. Northbound off ramp	1 Lane Ramp	1,050	A	1,170	1,050	A	1.0
b. Northbound on ramp	1 Lane Ramp	2,600	A	120	2,600	A	1.0
c. Southbound off ramp	1 Lane Ramp	2,850	A	120	2,850	A	1.0
d. Southbound on ramp	1 Lane Ramp	850	A	1,170	930	A	1.1

Table 7, continued

AVERAGE DAILY TRAFFIC VOLUME (ADT) & LEVEL OF SERVICE (LOS) SUMMARY
GENERAL PLAN BUILDOUT WITHOUT FIRST STREET BYPASS

STREET SEGMENT	DESCRIPTION	EXISTING			GENERAL PLAN		
		ADT COUNT /a/ [1]	LOS	ADT MODEL ASSIGNMENT /b/ [2]	BUILDOUT ADT [3]	LOS	GROWTH RATIO [3] / [1]
12. HIGHWAY 101/FIRST ST. INTERCHANGE							
a. Norhbound off ramp	1 Lane Ramp	1,200	A	2,230	1,960	A	1.6
b. Northbound on ramp	1 Lane Ramp	1,550	A	4,300	2,570	A	1.7
c. Southbound off ramp	1 Lane Ramp	1,450	A	4,300	2,570	A	1.8
d. Southbound on ramp	1 Lane Ramp	800	A	2,230	1,960	A	2.5
13. LONOAK ROAD							
a. East of First	2 Lane Rural Highway	150	A	150	150	A	1.0
14. LYONS STREET							
a. East of Metz	2 Lane Arterial	2,200	A	2,130	3,170	A	1.4
b. Ellis - Metz	2 Lane Arterial	4,570	A	3,560	4,570	A	1.0
15. METZ ROAD							
a. North of Airport	2 Lane Rural Highway	1,100	A	520	1,100	A	1.0
b. Airport - San Antonio	2 Lane Rural Highway	2,400	B	1,390	2,400	B	1.0
c. San Antonio - Lyons	2 Lane Rural Highway	2,890	B	2,210	2,890	B	1.0
16. MILDRED AVENUE							
a. Bassett - Broadway	2 Lane Collector	820	A	1,070	820	A	1.0
b. Broadway - Ellis	2 Lane Collector	3,710	A	1,950	3,710	A	1.0
c. South of San Antonio	2 Lane Collector	990	A	890	990	A	1.0
17. RIVER DRIVE							
a. Rio Vista - Broadway Circle	2 Lane Local Road	1,460	C	600	1,460	C	1.0
18. SAN ANTONIO ROAD							
a. North of Broadway	2 Lane Arterial	3,370	A	4,890	5,590	A	1.7
b. South of Third Street	2 Lane Arterial	4,140	A	4,710	4,680	A	1.1
c. Third - Metz	2 Lane Arterial	4,140	A	5,870	6,140	A	1.5
d. Metz - Bitterwater	Future	N.A.	N.A.	N.A.	N.A.		
19. SPRECKLES ROAD							
a. North of San Antonio	2 Lane Rural Highway	700	A	520	800	A	1.1
20. THIRD STREET							
a. Broadway - San Antonio	2 Lane Collector	5,200	A	3,360	5,200	A	1.0
	Through Traffic on Hwy 101 /e/			19,080			
	TOTAL	199,290		199,270	273,630		1.37

Note /a/ Existing ADT counts represents 1995 daily volumes under the post-San Antonio Road Extension scenario.
/b/ Model assignment represents II+IX+XI trip components only. XX trip component is excluded except otherwise indicated under note /c/.
II = Internal-Internal trips have origins and destinations within the King City planning area.
IX = Internal-External trips have origins in and destination outside of the King City planning area.
XI = External-Internal trips have origins outside of and destinations in the King City planning area.
XX = External-External trips have origins and destinations outside of the King City planning area.
/c/ Existing ADT counts on Highway 101 includes through traffic or XX trips.
/d/ Buildout ADT on Highway 101 includes through traffic which is increased by 40% to account for expected statewide traffic growth over 20 years.
/e/ Model Through traffic or XX trips on Highway 101 are derived from the difference between total ADT and II+IX+XI trips assigned.

Table 8: Signal Warrant Summary Based on Average Daily Traffic Volumes (ADT), General Plan Buildout without First Street Bypass

	Major Approach		Minor Approach		Warrant 1 Min. Veh. Req.		Warrant 2 Interruption		Warrant 3 Combination		Total No. of Warrants Met
	Street Segment	ADT *Note a*	Street Segment	ADT *Note b*	Meet Signal Warrant ?	Fulfill 80% or more ?	Meet Signal Warrant ?	Fulfill 80% or more ?	Meet Signal Warrant ?	Fulfill 80% or more ?	
1.	Broadway St	12,070	Canal St	4,800	Yes		Yes		Yes		3
2.	Broadway St	12,950	Mildred Ave	4,220	Yes		Yes		Yes		3
3.	Third St	9,020	Broadway St	5,380	Yes		Yes		Yes		3
4.	First St	12,450	Broadway St	4,790	Yes		Yes		Yes		3
5.	San Antonio Dr	10,970	Third St	5,410	Yes		Yes		Yes		3
6.	San Antonio Dr	10,970	Metz Rd	4,760	Yes		Yes		Yes		3
7.	First St	11,830	Metz Rd	4,760	Yes		Yes		Yes		3
8.	Bitterwater Rd	5,400	Airport Rd	2,560	No	No	No	No	No	No	0
9.	First Street	12,860	101 NB Off Ramp	2,700	Yes		Yes		Yes		3
10.	First Street	10,890	101 SB Off Ramp	5,630	Yes		Yes		Yes		3
11.	Canal Street	6,740	101 NB Off Ramp	2,840	No	Yes	Yes		No	Yes	1
12.	Canal Street	6,350	101 SB Off Ramp	2,970	No	Yes	Yes		No	Yes	1

Note

a Daily traffic volumes (ADT) on the major street (total of both approaches).

b Daily traffic volumes (ADT) on the higher volume approach of the minor street approach (one direction only). The higher volume approach is assumed to be 60% of the roadway 2-way total volume.

Warrant 1: Minimum vehicular requirements.
Warrant 2: Interruption of continuous traffic.
Warrant 3: Combination of Warrants 1 and 2.

5.0 Recommended Circulation Policies and Improvement Programs

5.1 Circulation Goals and Policies

This section consists of two major sections. The first presents the City's goals, objectives, and policies for its overall transportation system as related to the general plan's other elements. The second section will identify several improvements necessary to serve the future transportation needs of the community. These plans are based upon the data and modeling results in Sections 2 through 4 above, as well as the other elements of the general plan -- particularly the Land Use Element.

GOAL #1: To Provide an Integrated Transportation System That Adequately Serves Residential, Commercial, Industrial, and Recreational Uses, as well as Public Facilities and Agricultural Properties.

Policy 1.1: The City shall identify, within its annual budget, capital improvements and operating expenses necessary to provide safe and adequate streets, sidewalks, and other transportation infrastructure.

Policy 1.2: The City shall regularly monitor the progress and implementation of its identified capital improvements.

Policy 1.3: The City shall systematically pursue all available public and private funding sources for transportation infrastructure, including Federal, State, and regional transportation and congestion management funding, to the degree that funding is available, and wherever such sources are appropriate to the community's needs.

Policy 1.4: The City shall coordinate its transportation planning efforts with the Transportation Agency for Monterey County and with CalTrans. City staff shall attend TAMC technical meetings as needed, and shall maintain regular contact with state and regional transportation planning officials.

GOAL #2: To Assure That All Necessary Transportation Facilities and Street Improvements Are Provided to City Standards in Conjunction with New Development.

Policy 2.1: Through the administration of its zoning and subdivision regulations, the City shall require that each major development demonstrate, to the satisfaction of the appropriate review body, that traffic resulting from the projects will not reduce the level of service of existing City streets below a Level of Service "C". Where LOS is estimated to fall below LOS "C", the City shall require improvements to be in place prior to project occupancy to maintain LOS "C" conditions. Where this is not possible or reasonable because of cumulative traffic, extended development phasing, or other factors, developers shall be required to post bonds or other guarantees in a proportionate amount to assure that sufficient funding for the necessary improvements will be available within five years.

Policy 2.2: The City shall maintain engineering standards to assure appropriate development of circulation facilities, including streets, pedestrian access, and bicycle

routes. These standards shall regulate such matters as street width, pavement and base materials, curbs/gutters/sidewalks, handicapped access, turning radii, street tree placement, underground utility placements and other matters. Such standards shall seek to maintain an appropriate balance between facilitating vehicular traffic and assuring pedestrian amenity and neighborhood quality.

GOAL #3: To Provide a Public Street and Highway System that Accommodates Existing and Projected Traffic Volumes Within the Planning Area.

Policy 3.1: The City shall establish and maintain a street and highway system that serves the existing and planned land uses within the Planning Area efficiently.

Policy 3.2: The City shall maintain its basic gridded street system within the core area, providing easy pedestrian and vehicular access between residential neighborhoods, commercial shopping areas, and industrial districts.

Policy 3.3: Arterial streets such as San Antonio Road and the future alignment of the First Street bypass shall be designed primarily to serve through traffic, and shall provide limited access to abutting property.

Policy 3.4: Collector streets shall be designed to collect traffic generated by minor streets and transfer it to arterials, or between neighborhoods and nearby commercial areas. In areas where large amounts of truck traffic are expected, collector streets should typically be designed to accommodate the additional weight and turning requirements of commercial trucks.

Policy 3.5: Local streets shall be designed to provide direct access to abutting properties, to discourage through traffic, and to serve the internal needs of residential neighborhoods or small commercial or industrial districts.

Policy 3.6: As traffic patterns shift in accordance with the land use changes anticipated by the Land Use Element, the City shall consider appropriate methods to regulate traffic speeds or volumes to assure safety and to protect the quality of life of residential neighborhoods or the pedestrian amenity of the downtown. Such methods may include street trees, "bulb-outs", wider sidewalks, tighter turning radii at the curb corners, street furniture such as benches, special street lighting, or other reasonable measures.

Policy 3.7: The City shall seek opportunities to enhance the "gateway" areas of the city, and at key entry points for its neighborhoods. Where opportunities are presented, the City shall consider requiring developers to install identity signs, special paving for pedestrian crosswalks, light fixtures, or landscape features to identify the entry or gateway function.

GOAL #4: To Establish and Maintain Adequate On- and Off-Street Parking as Required by New Development and Existing Uses.

Policy 4.1: The City shall monitor parking conditions during peak-hour periods within its "downtown" area on a regular basis to assure that parking does not become overcrowded.

Policy 4.2: As new commercial or industrial development occurs within the community, the City shall continue to implement the parking and off-street loading requirements within the Zoning Ordinance. Where large trucking operations are anticipated, the City shall require that development plans provide for adequate road and driveway standards, proper design and number of loading bays, and sufficient turning radius and maneuvering areas to assure that public street rights-of-way are not obstructed.

GOAL #5: To Promote and Maintain Transit, Regional Ride-Sharing, and Dial-a-Ride Systems as Needed for the Planning Area.

Policy 5.1: The City shall continue to provide the local Dial-a-Ride service, and shall promote the use of its services among the public.

Policy 5.2: The City shall encourage large employers (e.g., over 100 employees) to offer assistance and incentives to their employees to utilize ride-sharing and alternate modes of transportation, where available.

GOAL #6: To Encourage the Use of Bicycles as a Viable Transportation Mode, and to Assure that Pedestrian Access Is Fully Accommodated in All New and Existing Development.

Policy 6.1: The City shall assure that large-scale new development accommodates and encourages the use of bicycles and walking through appropriate design of bicycle and pedestrian facilities.

Policy 6.2: New arterial and collector streets shall provide for bike lanes wherever necessary, particularly First Street, Canal Street, and San Antonio Road. Sidewalks shall be provided in all street sections on both sides of the street right-of-way.

Policy 6.3: Separate bicycle and pedestrian paths shall be provided in parks, open space, or greenbelt areas where public access is to be encouraged.

Policy 6.4: Off-site street improvements, where required to provide access for any new residential development, shall provide adequate pedestrian as well as vehicular access to connect the new neighborhood with the community. These requirements shall include, at a minimum, concrete sidewalks on at least one side.

Policy 6.5: The City shall encourage King City High School District to continue the use of crossing guards to provide a safe pedestrian crossing at Broadway and Canal Streets.

GOAL #7: To Provide a System of Hiking and Equestrian Trails that Promote the Recreational Potential of the City's Parks and Open Space Areas.

Policy 7.1: The City shall designate hiking and equestrian trail routes within its open space and conservation elements of the general plan. Routes to be considered shall include San Lorenzo Creek as well as the Salinas River.

Policy 7.2: The City shall identify funding sources, including the use of volunteer organizations, to develop hiking and horse trails in designated routes.

5.2 Circulation Improvement Programs

In 1995, the City has achieved completion of a major new arterial at the northern edge of the city: San Antonio Road. The completion of this new road facility marks the fulfillment of one of the major goals of the 1988 Circulation Element. In 1996, East San Antonio Road was also completed through the City's East Ranch Industrial Park between Metz Road and Bitterwater Road.

The 1988 Circulation Element also proposed various additional transportation and circulation system improvements. These earlier proposals are listed, and their current status is indicated, in Table 9 below:

Table 9: Status of Improvements Proposed in 1988 Circulation Element

Improvement Proposed in 1988 Circulation Element	Current Status (1996)
1. Traffic signal at Broadway and Third Streets	Not completed.
2. Traffic signal at Broadway and Canal Streets	Not completed.
3. Commercial driveway connection to extend Division Street to serve King City Center	Completed; became Franciscan Way.
4. San Antonio Drive, Broadway to Bitterwater Road as 2-lane arterial.	Completed (68-84' r-o-w, 48' paved section, no parking, left-turn lanes at intersections).
5. Traffic signal at Broadway and 101	Completed.
6. Traffic signal at San Antonio and Metz Road	Not completed.
7. Traffic signal at San Antonio and Third Street	Not completed.
8. First Street Bypass, a proposed 2-lane arterial with a new bridge between Bitterwater Road and Highway 101	Not completed.
9. Traffic signal at First Street Bypass and Bitter-water Road	Not completed.
10. Willow Street extension to San Antonio as an arterial	Completed, although only as a collector street (68' r-o-w).

Table 9, continued: Status of Improvements Proposed in 1988 Circulation Element

Improvement Proposed in 1988 Circulation Element	Current Status (1996)
11. Mildred Avenue extension to San Antonio as a collector	Completed (70-72' r-o-w).
12. Traffic signal at Broadway and Mildred Avenue	Not completed.
13. Extend River Drive southeasterly across San Lorenzo Creek (to serve Bacciarini Annexation)	Not completed.
14. Sidewalks on Canal Street	Completed.
15. Four-way Stop Sign at Broadway and Russ Street.	Completed.

Source: Perspective Planning

Of the fourteen street system improvements set forth in the 1988 plan, six have been completed as planned. One other (Willow Street extension as an arterial) was also completed, though a smaller right-of-way was used to reflect the street's function as a collector rather than an arterial.

The most ambitious of the 1988 Circulation Element proposals was the First Street Bypass, which had been estimated to cost $3.8 million in 1986. Three alternative alignments for this facility were proposed in the 1988 Circulation Element, but each would involve a bridge over the railroad tracks as well as a separate bridge over San Lorenzo Creek.

In order to accommodate the anticipated growth of the community and the projected 2015 horizon year buildout under the proposed Land Use Element, this 1998 Circulation Element proposes the following transportation and circulation improvements to facilitate traffic flow and provide an acceptable level of service. Their locations are illustrated in Figure C-4 below.

5.2.1 Roadway Widening and Extension Projects

On the basis of findings presented in the buildout traffic operating conditions, the following roadway will need to be upgraded, extended, or widened:

1. First Street (north of Highway 101) -- Widen First Street to two travel lanes with left-turn lane from the Highway 101 interchange to Division Street. This will include widening the San Lorenzo Creek bridge crossing to travel lanes, plus an 8' shoulder. In the future, widen and upgrade First Street between Division and Pearl Street; this portion should be developed not later than when the First Street Bypass is developed, as recommended in Alternative A, to intersect the existing First Street at Pearl Street (see 5.2.3 below). The First Street widening will require additional right-of-way.

2. First Street Intersection with Highway 101: This intersection may require some upgrading and/or re-configuration to accommodate future highway-oriented commercial development on the UR/AG property to the west of Highway 101 (Rio Farms), as well as the Bacciarini property (designated and zoned for PD uses). A frontage road is also anticipated to be needed, tying these properties together and providing reasonable access to this intersection.

5.2.2 Interchange Modifications and Traffic Signals

On the basis of findings presented in the signal warrant evaluation, no traffic signals will be required at any City intersections within the planning period. The Highway 101 interchanges also appear to be operating satisfactorily for the projected traffic growth over the planning period.

5.2.3 First Street Bypass Alternatives

The 1988 Circulation Element recommended development of a "First Street Bypass." The bypass is intended to relieve First Street of the truck traffic destined for the industrial areas and trucking and shipping terminals north and east of the downtown area. The bypass was to run in an alignment connecting Bitterwater Road east of the railroad tracks with Highway 101 at its intersection with First Street, in the southeastern corner of the city.

As stated in the 1986 Redevelopment Project Report, the First Street Bypass was intended to: 1) Alleviate congestion in the downtown/First Street environs, particularly from the most heavily-used portions of First Street near the easterly terminus of Broadway Street; 2) Redirect a significant portion of the heavy truck traffic away from local commercial and residential uses adjacent to the First Street corridor; 3) Provide direct vehicular access, unobstructed by local traffic or railroad operations, to the existing and proposed industrial uses in East Ranch; 4) Enhance the accessibility of local business enterprises; 5) Aid in reversing the declining business climate in the Project Area; and 6) Eliminate a constraint to the expansion of local employment opportunities for King City residents.

Several different alternatives are available for the route of the First Street Bypass, as indicated in Figure C-4. *(Note: These alignments differ from those shown in the 1988 Circulation Element.)* Two major alternative routes are established, Alternatives A (Chestnut Avenue) and B (Oak Avenue). In addition, there are four sub-options for Alternative B. All of these possible routes for the proposed First Street Bypass -- the two major alternatives (A and B), and the four sub-alternates for Alternative B -- would be situated within City limits. All routes would also cross vacant land known as the Smith-Hobson property, which is agricultural land. The five options are described below, along with a summary of their advantages and disadvantages:

Alternative A -- Chestnut Avenue - Pearl Street: This alignment would follow the undeveloped (but dedicated) right-of-way for "Chestnut Avenue", from its intersection with Bitterwater Road. It

would extend for five blocks generally along this route, and after reaching the undeveloped easterly extension of Pearl Street, it would turn west on Pearl to cross the railroad tracks at an existing crossing (which would require widening and upgrading). After crossing the tracks, it would join the existing alignment of First Street; this intersection would probably require a left-turn lane, and possibly a traffic signal at First Street and Pearl Street.

Advantages: Cost would be lower than for Alternative B since it would be considerably shorter, and would not require a new bridge over San Lorenzo Creek or the railroad. Also, approval would not be required from the California Public Utilities Commission (PUC) for any new at-grade railroad crossing (as would be required for Sub-Alternates B-2 or B-3), since a crossing already exists at Pearl Street. This alternative would accomplish most of the objectives set forth for the original Bypass, by alleviating traffic in the commercial downtown area of Broadway Street and First Street. It would minimize impacts to the agricultural use on the Smith-Hobson property, noise impacts for the County Housing Authority's farm labor housing area on Jayne Street, and habitat impacts to San Lorenzo Creek, because there would be no need for a new bridge. Business frontage along the southern extension of First Street would not be adversely affected by any reduction in existing traffic, to the degree that such traffic provides additional visibility and accessibility.

Disadvantages: This option would not reduce First Street traffic south of Pearl Street. Moreover, it would still require truck traffic to or from the East Ranch Industrial Park to cross the railroad at an at-grade crossing, rather than a grade-separated bridge.

Alternative B -- Oak Avenue: All four sub-options of Alternative B would begin at Bitterwater Road across from its intersection with the proposed new East San Antonio Road. They would proceed south by following a dedicated, unimproved right-of-way for "Oak Avenue" which lies on the easterly edge of the Smith-Hobson property and forms the eastern City limits at this point.

Sub-Alternate B-1 -- Oak Avenue - Pearl Street: This route (and Sub-Alternatives B-2 through B-4) would begin at Bitterwater Road across from its intersection with East San Antonio Road, and proceed across the Smith-Hobson property south on "Oak Avenue" as far as the undeveloped right-of-way for Pearl Street. Sub-Alternate B-1 would then turn west to rejoin First Street at the same point as Alternative A, following Pearl Street and crossing the tracks at the same upgraded crossing as for Alternative A.

Advantages: Cost would be lower than any of the other sub-options for Alternative B, although higher than Alternative A. No new bridge would be required over San Lorenzo Creek or the railroad, thus avoiding that cost as well as adverse impacts to the habitat of San Lorenzo Creek. Approval would not be required from the PUC for an upgraded crossing at Pearl Street. Noise impacts for the County Housing Authority project on Jayne Street would be minimal, as for Alternative A. Business frontage along the southern extension of First Street would experience no losses due to the diversion of traffic.

Disadvantages: For all four sub-options of Alternative B, the impacts to agricultural use on the Smith-Hobson property would be substantial. Sub-Alternate B-1 would not reduce First

Street traffic south of Pearl Street. It would still require crossing the railroad at an at-grade crossing, rather than a grade-separated bridge.

Sub-Alternate B-2 -- Oak Avenue - Division Street: This route would follow Alternate B-1 partway, but would not turn west to rejoin First Street until it reached the upper bank of San Lorenzo Creek, then proceed south to an extension of Division Street. Right-of-way would be required across or very close to the Housing Authority project on Jayne Street, as well as a new at-grade crossing over the tracks to form a four-way intersection with Division Street.

Advantages: Cost would be lower than either B-3 or B-4, although higher than Alternative A and slightly higher than Sub-Alternate B-1. No bridge over San Lorenzo Creek would be required. The chief advantage would be that this option (along with B-3 and B-4) would reduce First Street traffic south of Pearl Street. This would result in reduced noise for several residences that front on Haven Street as well as 10-12 mobilehomes in the Grove Mobilehome Park.

Disadvantages: As with Alternative B generally, agricultural use on the Smith-Hobson property would be adversely affected. Also, truck traffic westbound on Division Street might tend to continue straight after crossing the tracks to continue on Division Street through the existing neighborhood, if they wish to go northbound on Highway 101 at Canal Street. This would increase truck traffic on Division Street, which fronts on a City park and recreational area with a swimming pool. Noise would be significantly increased to the residents of the housing project on Jayne Street. PUC approval would be required for the new railroad crossing at Division Street. Substantial new right-of-way would be needed.

Sub-Alternate B-3 -- Oak Avenue - Lonoak Road: In this route, First Street Bypass would continue along an extension of Oak Avenue to cross San Lorenzo Creek to the Lonoak Road intersection. Lonoak Road would be modified and realigned to form a "T" intersection with the First Street bypass. This alternative would require a moderate amount of roadway construction as well as a major new bridge over San Lorenzo Creek. It also requires an upgrade to the existing railroad crossing on Lonoak road just east of First Street.

Advantages: Existing and future traffic on First Street north of Lonoak would be significantly reduced. Widening of the existing First Street bridge over San Lorenzo Creek would not be required. Noise impacts to the Jayne Street housing project would be minimized. No traffic would be diverted to Division Street. Upgrading the existing Lonoak grade crossing would be considered more favorably by the PUC than a new crossing at Division Street (Sub-Alternate B-2).

Disadvantages: This option would be a significantly higher cost than either options A or B1 or B2, due to the bridge over San Lorenzo Creek and the additional right-of-way required to reach and intersect with Lonoak Road. Impacts to the habitat of San Lorenzo Creek would be higher, due to the new bridge. An at-grade crossing over the railroad tracks would still interrupt traffic on the bypass. Growth-inducing impacts could be significant in the Lonoak Road area, although these impacts may be considered to be positive, depending

on long-term plans for the community's growth. As with Alternative B generally, agricultural use on the Smith-Hobson property would be adversely affected.

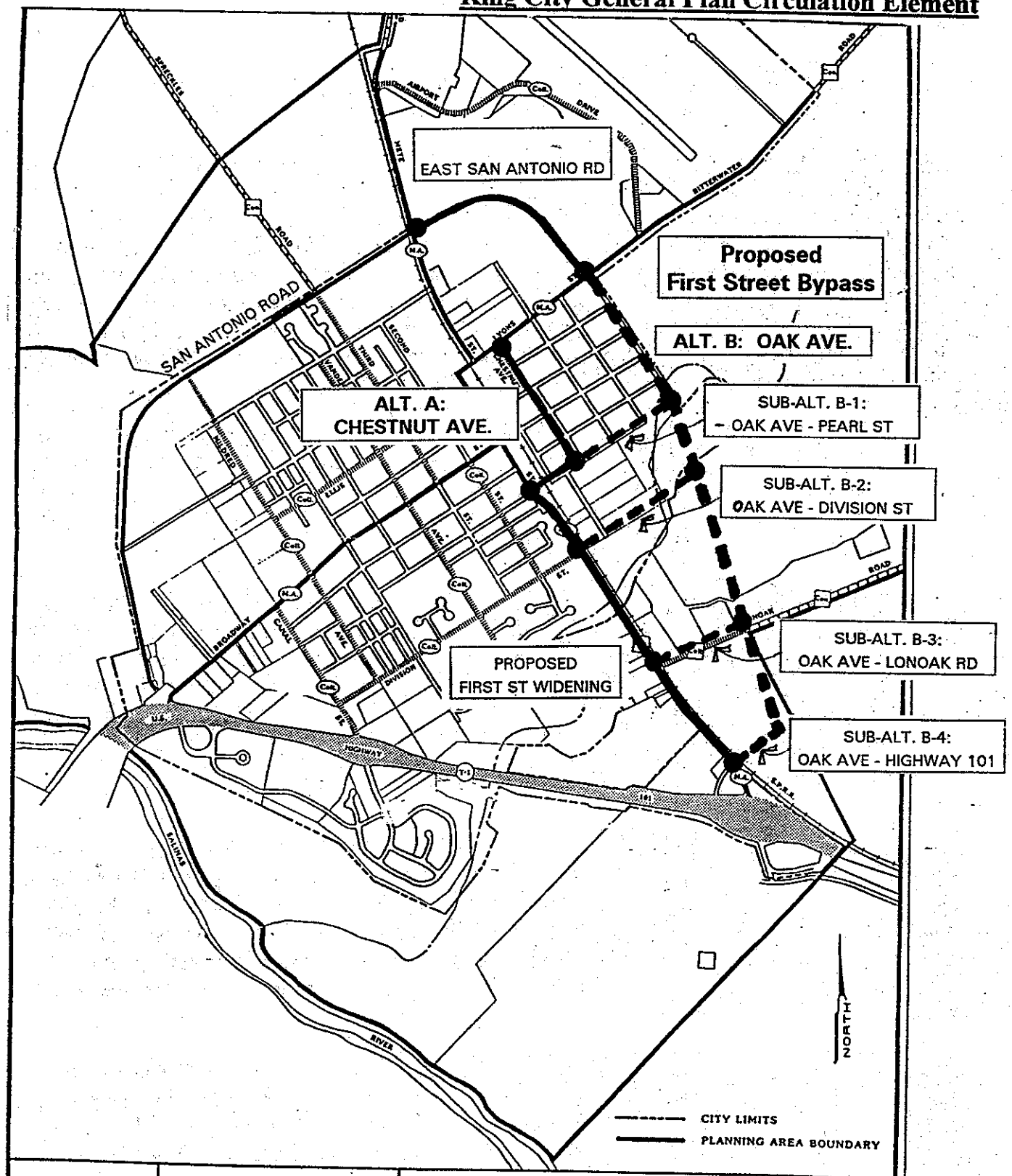
Sub-Alternate B-4 -- Oak Avenue - Highway 101: This alternate would follow the route of Sub-Alternate B-3, but would continue across Lonoak Road on top of the bluffs. The route would follow the bluftop in a route lying parallel to southern reach of First Street and the railroad tracks. It would descend from the bluffs toward its southern end, but not completely. The intent would be to maintain a sufficient elevation to achieve a grade separation over the railroad tracks. The southernmost end of the bypass would probably reach First Street approximately across from the existing service station, to be designed as a "T" intersection at a distance of about 100' from the Highway 101 northbound ramps. This is the only alternative that is fully consistent with the alignment illustrated in the previous Circulation Element of the General Plan.

Advantages: The primary advantage of this alignment is the grade separation over the railroad tracks. In addition, traffic on the entire existing reach of First Street north of Highway 101 would be significantly reduced. Widening of the existing First Street bridge over San Lorenzo Creek would not be required. Noise impacts to the Jayne Street housing project would be minimized. No traffic would be diverted to Division Street.

Disadvantages: This alternative will require major interchange and roadway construction, resulting in significantly higher cost than any other option. The new bridge over San Lorenzo Creek would create significant impacts to the habitat of San Lorenzo Creek. Signal operation might be problematic at the new intersection with First Street, depending on how the "T" is designed and its proximity to the Highway 101 ramps. Growth-inducing impacts could be significant in the Lonoak Road area and in the blufftop area, although these impacts may be considered to be positive if this diverts the community's growth away from prime agricultural lands and toward these non-prime grazing lands.

The volume of traffic diverted to the First Street Bypass is not likely to differ significantly among any of the first four alternative alignments. Sub-Alternate B-4 would be expected to achieve a higher rate of traffic diversion due to the grade separation over the railroad tracks. The more significant factors, however, are cost of improvements including right-of-way acquisition cost, environmental impacts, considerations of roadway capacity, ability to obtain PUC approval, and cost effectiveness of the five alternatives compared to the "no project" alternative -- i.e., continued use of the existing First Street alignment.

On the basis of the above analysis, the recommended option for this Circulation Element is to conduct a separate traffic engineering and circulation study, in order to assess the engineering capacity of the upgraded First Street alignment prior to committing funds to either of the Bypass Alternatives. It is recognized that long-term traffic impacts will result from development of industrial, service commercial, and residential uses on properties east of the railroad tracks and tributary to First Street. The engineering study to be conducted pursuant to this recommendation will determine whether and at what point these long-term traffic impacts would exceed the capacity of the upgraded First Street within its existing alignment.



0 1200 2400
Scale in Feet

CITY OF KING
RECOMMENDED CIRCULATION IMPROVEMENTS

Figure 4

The City of King

Housing Element 2007 - 2014

June 2010

City Hall, 212 S. Vanderhurst Avenue, City of King, California, 93930

"An effective housing element provides the necessary conditions for developing and preserving an adequate supply of housing, including housing affordable to seniors, families and workers."

- CA Dept of Housing & Community Development

City of King

Housing Element

2007 - 2014

June 17, 2010

City of King
212 S. Vanderhurst Avenue
City of King, CA, 93930

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Chapter 1
Introduction

1.1 Introduction

California law recognizes the vital role local governments play in the supply and affordability of housing. Each local government in California is required to adopt a comprehensive, long-term General Plan for the physical development of the city or county. In compliance with Government Article 10.6, a Housing Element is to be adopted as one of the seven mandated elements of the General Plan. Housing Element law, first enacted in 1969, mandates that local governments adequately plan to meet the existing and projected housing needs of all economic segments of the community. The State Legislature has found that "the availability of housing is of vital statewide importance, and the early attainment of decent housing and a suitable living environment for every California family is a priority of the highest order." (Government Code §65580(a)). The Housing Element establishes goals, policies and programs to facilitate and encourage the provision of safe, adequate housing for its current and future residents of all income levels.

The Housing Element differs from other required elements, in that the State mandates that it include specific information and analyze population and housing trends. Also, unlike other General Plan elements, the Housing Element must be submitted to the California State Department of Housing and Community Development (HCD) for review and certification.

1.2 The City of King 2007-2014 Housing Element

The greatest areas of existing housing need in the City of King are the provision of apartments for renters and the provision of affordable townhomes and condominiums for young families. A large share of the population still earns lower incomes, as evidenced by significant levels of overcrowding and overpayment. In the future, job growth will bring a need for more affordable housing to accommodate the agricultural industry, wholesale/retail industry, and some business services. However, there will also be a need to expand single-family housing opportunities for higher income earners.

The City of King faces several key housing issues:

1) Providing housing affordable to all segments of the population;
2) Preserving the quality of the housing stock;
3) Providing adequate residential sites to accommodate the City's future housing needs; and
4) Achieving a balance between employment and housing opportunities.

As mandated by State law, the planning period for this Housing Element extends from January 1, 2007, to June 30, 2014. This Element identifies strategies and programs that focus on:

1) Conserving and improving existing affordable housing;
2) Providing adequate housing sites;
3) Assisting in the development of affordable housing;
4) Removing governmental and other constraints to housing development;
5) Promoting equal housing opportunities; and
6) Encouraging efficient use of land and energy resources in relationship to residential development.

The Housing Element consists of the following major components, as required by State law:

Review the Previous Housing Element: The City must review the actual results of the policies, programs, and quantified objectives adopted in the previous Housing Element and analyze the difference between what was projected and what was achieved.

Housing Needs Assessment: The Housing Element must include a community profile of population characteristics, housing information, housing stock, tenure, and housing affordability. The City must also consider special housing needs of the community, such as seniors, farmworkers, homeless, large households, and female-headed households.

Projected Housing Needs: California law requires the Department of Housing and Community Development to project statewide housing needs and allocate the need to each region in the State. After consulting with the Association of Monterey Bay Area Governments (AMBAG), HCD

provided the regional need to AMBAG. It is AMBAG's responsibility to allocate the projected needs to the unincorporated County and to each of the incorporated cities within the region.

Land Inventory: The City must compile relevant information on the zoning, acreage, density ranges, availability of services and infrastructure, and dwelling unit capacity of sites that are suitable for residential development.

Governmental and Nongovernmental Constraints: The City must identify and analyze impediments to the development of housing for all income levels.

Program of Actions: The City must develop housing programs that meet local housing goals, quantify objectives, and fulfill HCD requirements. The City must develop quantified objectives for new construction, rehabilitation, and conserved units by income category (i.e. very low, low, moderate, and above moderate) to make sure that both the existing and the projected housing needs are met, consistent with the City's share of the Regional Housing Needs Allocation (RHNA).

1.3 Data Sources

Various information sources have been used to prepare the Housing Element, with 1990 and 2000 Census Data representing the primary sources. Other sources used to update and supplement the Census data, included:

- Population and demographic data from the State Department of Finance.
- Housing market information, such as home sales, rents, and vacancies.
- Public and non-profit agencies were consulted for data on special needs groups, the services available to them, and gaps in the system.

1.4 Relationship to the General Plan

The 2007-2014 Housing Element is one of the eight elements of the City General Plan. The City of King adopted its General Plan in 1998. The City's General Plan includes the Land Use Element, Circulation Element, Housing Element, Noise Element, Conservation/Open Space/and Safety Element, and the Economic Element. The Housing Element builds upon the other General Plan Elements and is consistent with the policies set forth in those elements.

The City will ensure consistency between the Housing Element and other General Plan elements so that policies introduced in one element are consistent with other elements. At this time, the Housing Element does not propose significant changes to any other element of the City's General Plan. However, if it becomes apparent that over time changes to any element are needed for internal consistency, such changes will be proposed for consideration by the Planning Commission and City Council. In the event the rezoning is necessary to accomplish the

Regional Housing Needs Allocation (RHNA), the General Plan will be amended, as appropriate. Due to the passage of AB 162 relating to flood protection, the City may be required to amend the Safety and Conservation Elements of the General Plan. If amendments are needed the Housing Element will be amended to be consistent with the Safety and Conservation Elements.

1.5 Public Participation

Community involvement allows residents to provide input on housing issues and helps in the development of strategies to address the housing needs of the City of King residents. Given limited resources, the City developed an appropriate and cost-effective outreach program that maximized input across different segments of the community. The City's outreach program involved the three components listed below. In addition, through a Caltrans Grant awarded to the City for downtown planning, the City has been able to expand and continue the discussion of housing needs and opportunities. This outreach effort is also discussed below.

1) One-on-one interviews of key housing and service providers;
2) A fully-noticed workshop on the Housing Element;
3) Conducting Public hearings for adoption before the City Council and Planning Commission; and
4) Public review and comment.

Interviews: As part of the Housing Element update, one-on-one interviews were conducted with key housing and service providers, major employers, and several key developers. Information from these interviews are incorporated into the Housing Element where appropriate. These interviews helped to define housing needs within the community, identify constraints, as well as discuss opportunities for future housing growth.

Workshop: A workshop was held on November 12, 2008, to discuss the Housing Element process, address changes to State Housing Element law, and create an opportunity for community dialogue. The workshop was noticed in the City of King Rustler newspaper and at City Hall.

Public Hearings for Adoption: Public outreach will continue through the completion and adoption of the Element. The Planning Commission, the City Council, and public will have additional opportunities to comment in several duly-noticed public hearings. Copies of the draft Housing Element will be available for review on the City website, City Hall, the public library, and local schools.

Downtown Planning Effort: The City of King was recently awarded (early 2009) a Caltrans Environmental Justice Grant for strategic planning for the City's historic downtown (Historic Corridor Revitalization Plan). The Plan will provide guidance and recommendations for

enhancing business opportunities, housing, streetscapes, and other community services and activities. The Plan will also propose new development standards that generate investment opportunity and facilitate the construction and renovation of downtown mixed-use and residential buildings.

A robust and inclusive public participation process has been established for developing the Historic Corridor Revitalization Plan. This includes stakeholder interviews and three workshops. The interviews were held in July 2009; the first workshop was held in July 2009; the second workshop was held in September 2009; and the third workshop is scheduled for January 2010. The preparation and implementation of the Housing Element has benefitted from this process. Much of the discussion has centered on the housing market, needs, and constraints. To a large extent the comments reinforce ideas and programs in the Housing Element, however, new ideas will be incorporated into the document.

The City was also awarded a 2010 Caltrans Environmental Justice Grant. These funds should be received early next year and will enable the City to continue the downtown planning and outreach efforts.

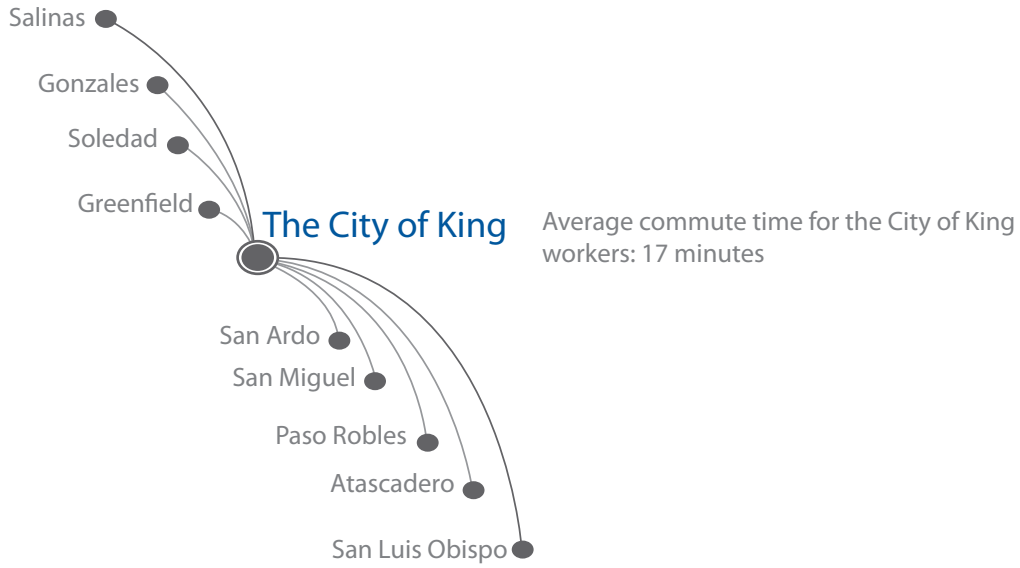
Public Review and Comment: In October, copies of the Draft Housing Element for HCD's 60 day review were distributed to organizations that represent low-and moderate-income households. Agencies that received letters include: the Monterey County Housing, Inc., United Farm Workers-Salinas Office, Community Housing Improvement Systems and Planning Associations, Inc. (CHISPA), and the Housing Advocacy Council of Monterey. No comments were received.

Chapter 2
Existing Conditions

2.1 Population, Employment, and Housing Characteristics

Community Context

The City of King is a relatively small agriculture-based community at the southern end of the Salinas Valley in Monterey County, California. The City is located on the Highway 101 corridor connecting the San Francisco Bay Area and the Central Coast. It is near Greenfield, Soledad, and Gonzales, other agricultural communities in the Salinas Valley.



Population and Households

As of 2006 the City of King had 11,225 citizens. The City is expected to grow to approximately 15,484 people by 2010 (AMBAG, 2004). Figure 2.1 below depicts the population increase in the City of King, Soledad, and Monterey County between 1990 and 2006. Between 1990 and 2000, the City of King grew by over 45 percent (4.5 percent average annual growth) while the number of housing units grew by less than 20 percent. More recently, growth slowed significantly. The population grew only 1.2 percent between 2000 and 2006 (0.2 percent annual average growth). The growth in nearby Soledad was similar between 1990 and 2000 at 57 percent (5.7 percent annual average growth)[1]. Growth in Monterey County as a whole has been much more gradual than either the City of King or Soledad at just under 13 percent between 1990 and 2000 (1.3 percent annual average growth) and at just 2 percent from 2000 to 2006 (0.4 percent annual average growth).

Figure 2.1 Population Growth Trends

	The City of King	Soledad	Monterey County
1990 Census	7,634	7,146	355,660
2000 Census	11,094	11,263	401,762
2006 ACS	11,225	27,702	410,206

Source: U.S. Census Bureau, 1990 and 2000; American Community Survey (ACS), 2006

Household Trends, 1990 - 2000

Between 1990 and 2000, there was a 27 percent increase in number of households, growing from 2,181 to 2,783 at the end of the decade (see Table 2.1).

Table 2.1 Household Growth Trends (1990 & 2000)

Year	Households	Numerical Change	Percent Change
1990	2,181	n/a	n/a
2000	2,783	602	10%

Source: U.S. Census Bureau, 1990 and 2000

1 The 2006 American Communities Survey included the numbers for the prisoner population in Soledad, however, 1990 and 2000 U.S. Censuses did not. In the 2003 Housing Element Update, the City of Soledad projected that the City's population without the prison population in 2005 would be 11,811 and the prison population would be 16,740 totaling 28,551. The actual 2006 total showed growth was slightly less than projected.

Households by Tenure

The percentage of owner-occupied households has increased since 1990. There were 961 owners to 1,220 renters in 1990 and 1,404 owners to 1,379 renters in 2000 (See Table 2.2).

Table 2.2 Households by Tenure (1990 & 2000)

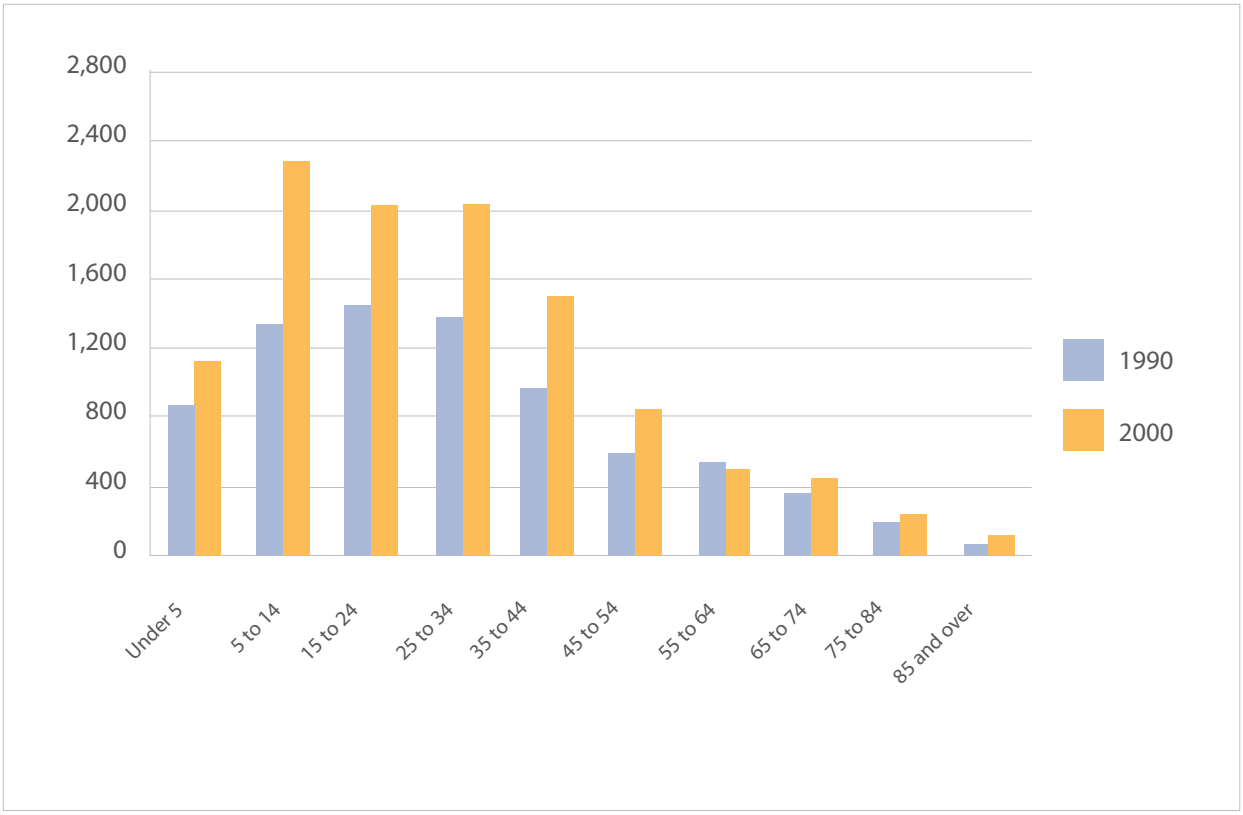
	1990: Number	1990: Percent	2000: Number	2000: Percent
Owner	961	44%	1,404	50%
Renter	1,220	56%	1,379	50%
Total	2,181	100%	2,783	100%

Source: U.S. Census Bureau, 1990 and 2000

Age

Figure 2.2 below, identifies the change in age distribution that took place in the City of King between 1990 and 2000. Overall, the largest growth took place between the age categories between 5 and 44. The only decrease in population took place within the age category of 55 to 64.

Figure 2.2 Age Distribution: City of King



Source: U.S. Census Bureau , 1990 and 2000

Race/Ethnicity

In the Census, respondents could choose the race or races with which they most closely identify. Ethnic grounds are determined by the respondents cultural heritage - separate from racial background. As shown in Table 2.3, in 2000 the majority of the City of King's population was white (43 percent) or some other race (50 percent). By ethnicity, the population was 80 percent Hispanic or Latino.

Table 2.3 Race/Ethnicity, The City of King: 2000

Race		
White	4,669	43%
Black or African American	65	.08%
American Indian and Alaskan Native	116	1%
Asian	136	1%
Native Hawaiian and Other Pacific Islander	15	.02%
Some other race	5,598	50%
Two or more races	495	4%
Total Population (Race)	11,094	100%
Ethnicity		
Hispanic or Latino (of any race)	8,922	80%
Not Hispanic or Latino	2,172	20%
Total Population (Ethnicity)	11,094	100%

Source: U.S. Census Bureau, 2000

Employment by Industry

As of the 2000 Census, the City of King had 4,057 employed persons, with the largest industries identified as agriculture, education, manufacturing, and retail trade (see Tables 2.4 and 2.5). According to the Monterey County Agriculture Commissioners Annual Report, agriculture produced the highest revenue of the employment sectors in the County. As of 2007, vegetable crops accounted for over $2.5 billion in total value, while fruits and nuts contributed over $900 million in total value. The Salinas Valley produced over 40 percent of the nation's strawberries as of 2007, and was listed as the second-largest crop grown in the County (Monterey County Agriculture Commissioner, 2007). Table 2.6 lists some of the City's major employers.

Unemployment is slightly higher in the City of King than in Soledad and Monterey County. In 2000, 85 percent of citizens in the labor force were employed in the City of King, while 91 percent were employed in Monterey County, and 89 percent were employed in Soledad.

Table 2.4 Employment: 2000

County/City	Civilian Labor Force	Employed
The City of King	4,763	4,057
Soledad	4,697	4,188
Monterey County	179,645	163,987

Source: U.S. Census Bureau, 2000

Table 2.5 Employment by Industry: 2000

Agriculture	1,532 (38%)
Education	447 (11.0%)
Manufacturing	369 (9.1%)
Retail Trade	345 (8.5%)
Arts	228 (5.6%)
Wholesale Trade	209 (5.2%)
Professional	206 (5.1%)
Public Administration	197 (4.9%)
Transportation	143 (3.5%)
Construction	141 (3.5%)
Other	114 (3.5%)
Finance	72 (1.8%)
Information	24 (0.6%)

Source: U.S. Census Bureau, 2000

Table 2.6 City of King: Major Employers

Company Name	Industry Type	Employees
Rio Farms/Gill Onions	Vegetable Growers and Shippers	30 - 200
San Berbabe Vineyards	Wine Grapes	575
Mee Memorial Hospital	Health	250
L.A. Hearne Warehouse	Grain and Bean Processing	100
Gilroy Foods	Dehydration of Vegetables	85
Casey Printing	Printing and Publishing	75
City of King	Services	75
KCAC, Inc	Asbestos	45

Source: City of King, 2008

2.2 Overcrowding & Overpayment

Overcrowding

The Census defines an overcrowded unit as one occupied by 1.01 more persons per room (excluding bathroom and kitchen). Units with more than 1.5 persons per room are considered extremely overcrowded. Overcrowding can occur where there are not enough adequately sized units in a community. Over time, overcrowding can impact the condition of the housing stock and stress infrastructure.

Overcrowding is a significant issue in the City of King, especially in renter-occupied households. In 2000, 26 percent of owner-occupied households were overcrowded while 53 percent of renter-occupied households were overcrowded (see Table 2.7). Moreover, 33 percent of the renter-occupied units were severely overcrowded. In the County, approximately 7 percent of owner-occupied households and 29 percent of renter-occupied households were overcrowded in 2000.

To address overcrowding, the Housing Element includes programs to increase the supply of multi-family units with three or more bedrooms and to expand affordability by working with non-profits to assemble land and write down development costs.

Table 2.7 Overcrowded Households, The City of King: 2000

Persons Per Room	Households: Owner		Households: Renter		Total Households	
1.00 or less	1,032	74%	644	47%	1,676	60%
1.01 to 1.50	148	10%	283	20%	431	15%
1.51 or more	224	16%	452	33%	676	24%
Total	1,404	100%	1,379	100%	2,783	100%
Overcrowded by Tenure	372	26%	735	53%		

Source: U.S. Census Bureau, 2000

Overpayment

Overpayment is defined as paying more than 30 percent of household income on housing costs, including utilities. In the City of King, approximately 29 percent of owner-occupied households and 40 percent of renter-occupied households are paying more than 30 percent of their income towards housing (see Tables 2.8 and 2.9).

The impacts of high housing costs fall disproportionately on lower income households, especially renters. Most of the renter-occupied units overpaying earns less than $20,000 per year.

To address overpayment, the City of King proposes a variety of programs to expand affordability. The City will focus its redevelopment set aside on new construction of affordable units and leverage these resources with State funds. Other strategies include proactive outreach to project proponents and single-family rehabilitation programs.

Table 2.8 Overpayment: Owner-Occupied Units, City of King: 2000

Income Range	Total Households		0-20% of HH Income	20-29% of HH Income	30-34% of HH Income	35+% of HH Income
$0 - 10,000	48	2%	0	0	0	29
$10,000 - 19,999	173	7%	39	36	32	66
$20,000 - 34,999	210	8%	63	73	15	59
$35,000 - 49,999	203	8%	53	63	22	65
$50,000 +	572	22%	298	214	17	43
Subtotal	1206	47%	453	386	86	262

Source: U.S. Census Bureau, 2000

Table 2.9 Overpayment: Renter-Occupied Units, City of King: 2000

Income Range	Total Households		0-20% of HH Income	20-29% of HH Income	30-34% of HH Income	35+% of HH Income
$0 - 10,000	193	7%	0	0	0	162
$10,000 - 19,999	323	12%	0	69	24	221
$20,000 - 34,999	352	14%	27	185	42	81
$35,000 - 49,999	181	7%	59	92	20	0
$50,000 +	330	13%	307	12	10	0
Subtotal	1379	53%	393	358	96	464

Source: U.S. Census Bureau, 2000

2.3 Extremely Low Income Housing Needs

Extremely low income households earn 30 percent or less of median income. The median income in the County is $64,000 for a family of four. This results in an extremely low income of $19,440 or less for a four-person household. Of the 2,783 households in the City, 344 renters and 82 owners (about 15 percent of all households) have household income less than 30 percent of median income. As Table 2.10 illustrates, these households have a higher percentage of housing problems and a greater cost burden than other households.

Table 2.10 Extremely Low Income Households, 2000

	Total Renters	Total Owners	Total Households
Extremely Low Income Households	344	82	426
Percent with any housing problems	94.2%	65.9%	88.7%
Percent with housing cost burden >30% of income	85.5%	65.9%	81.7%
Percent with housing cost burden >50% of income	71.2%	36.6%	64.6%

Source: CHAS Data Book, 2000

Based on State law methodology, the City estimates that 50 percent of its very low income housing allocation are extremely low income households. As a result, from the very-low income need of 128 units (see Table 4.1), the City has a projected need of 64 units for extremely low income. Most extremely low income households receive public assistance, such as social security or disability insurance.

To address the need for extremely low income households, the City will employ a number of strategies, including promoting a variety of housing types and working with non-profit builders that specialize in supportive housing for extremely low-income households.

2.4 Housing Stock Characteristics

Age of Housing Stock

The majority of the City of King housing, nearly 78 percent, was built between 1960 and 2000. Moreover, the period between 1990 and 2000 saw the largest growth in number of housing units in the City with roughly 24 percent built. The first half of the century (1949 or earlier) saw only 11 percent of the City of King's existing housing built (see Table 2.11).

Table 2.11 Age of Housing Stock, City of King: 2000

1939 or Earlier	185	6%
1940 to 1949	132	5%
1950 to 1959	320	11%
1960 to 1969	536	19%
1970 to 1979	574	20%
1980 to 1989	432	15%
1990 to 2000	676	24%
Total	2,855	100%

Source: U.S. Census Bureau, 2000

2.5 Housing Conditions

A housing conditions survey was conducted in June 2008 to determine the number of units considered to be substandard in quality or in need of repair or replacement. The survey was conducted through a windshield study that rates the physical condition of a unit. Information compiled by the survey included five structural categories: foundation, roofing, siding, windows, and electrical. Based on scores assigned to the five categories, each housing structure was rated as being sound, in need of minor repairs, in need of moderate repairs, in need of substantial repairs, or dilapidated.

Although most of the units were found to be in sound condition, Table 2.12 details the results of the housing conditions survey. According to the survey, the majority of units that required some level of repair fell into the "minor" category with about 23 percent of the total units surveyed. No units were found to be dilapidated. Very few units were found to need substantial repair.

Table 2.12 Housing Conditions Survey

HousingType	Sound	Minor	Moderate	Substantial	Dilapidated	Total
Single	1282	382	12	1	0	1677
Mobile	110	53	50	1	0	214
Duplex	52	14	7	2	0	75
Multifamily	43	14	9	3	0	69
Total	1487	463	78	7	0	2035
Percent	73.1%	22.8%	3.8%	0.3%	0.0%	100%

Source: City of King, 2008

Housing Inventory by Unit Type

According to 1990 and 2000 Census, the number of single-family units increased roughly 33 percent, while the number of multi-family units decreased by 10 percent. Overall the number of total units increased by 12 percent from 2,444 units to 2,855 units (See Table 2.13).

Table 2.13 Housing Inventory by Unit Type, City of King (1990 & 2000)

	Units, 1990		Units, 2000		Units, 2008	
Single-Family Units	1,395	57%	1,856	65%	1,994	66%
Multiple-Family Units	756	31%	707	25%	725	24%
Mobile Homes	293	12%	292	10%	290	10%
Total Housing Units	2,444	100%	2,855	100%	3,009	100%

Source: U.S. Census Bureau, 1990 and 2000

Tables 2.14 and 2.15 show the housing units by type in the City of King and Soledad. As the Tables show, Soledad had more single-family and less multi-family than the City of King as of the 2000 Census.

Table 2.14 Housing Units by Type, City of King (1990, 2000, & 2008)

Unit Type	Units 1990		Units 2000		Units 2008		Change
SF Detached	1,147	47%	1,575	55%	1,712	57%	8%
SF Attached	248	10%	281	10%	282	9%	-
2	87	4%	151	5%	304	10%	6%
3 or 4	200	8%	136	5%		-	-
5 to 9	152	6%	150	5%	421	14%	.01%
10 to 19	253	10%	165	6%		-	-
20 to 49	52	2%	83	3%		-	-
50 or more	0	0%	22	1%		-	-
Mobile Home	293	12%	292	10%	290	10%	-1%
Boat, RV, Van, etc	12	1%	0	0%	0	-	-
Total Housing Units	2,444	100%	2,855	100%	3,009	100%	5%

Source: U.S. Census Bureau, 1990 and 2000. US Dept of Finance E-5 Report, 2008

Table 2.15 Housing Units by Type, Soledad (1990 & 2000)

Unit Type	Units 1990		Units 2000	
SF Detached	1,058	64%	1,687	66%
SF Attached	153	9%	206	8%
2	72	4%	191	8%
3 or 4	63	4%	125	5%
5 to 9	22	1%	38	1%
10 to 19	73	4%	24	.08%
20 to 49	61	4%	144	6%
50 or more	0	0%	5	.02%
Mobile Home	132	8%	123	5%
Boat, RV, Van, etc	16	2%	0	0%
Total Housing Units	1,650	100%	2,543	100%

Source: U.S. Census Bureau, 1990 and 2000

Occupancy Status

Table 2.16 shows the units identified as occupied and vacant by the U.S. Census Bureau. As of 2000, over 97 percent (2,783 units) of total units in the City of King were identified as occupied, while 3 percent (72 units) were vacant. The percentages of vacant units in the City of King and Soledad are lower than Monterey County.

Table 2.16 Occupancy Status: 2000

Status	The City of King		Soledad		Monterey County	
Occupied	2,783	97%	2,484	98%	121,236	92%
Vacant	72	3%	59	2%	10,472	8%
Total	2,855	100%	2,543	100%	131,708	100%

Source: U.S. Census Bureau, 2000

Vacancy Status

Table 2.17 depicts the status of vacant units for the City, Soledad, and the County. In the City of King, the majority of vacant units are those identified as being "for sale only", listed as 40 percent of the vacant total (72 units). The second highest percentage falls into the category of homes "for seasonal, recreational, or occasional use" with over 24 percent (17 units). As of the 2000 Census, there are no vacant units for migrant farmworkers.

Table 2.17 Vacancy Status: 2000

Status	City of King		Soledad		Monterey County	
For Rent	10	14%	24	41%	1,711	16%
For Sale Only	29	40%	6	10%	3,261	31%
Rented or Sold, not occupied	8	11%	0	0%	393	4%
For seasonal, recreational, or occasional use	17	24%	15	25%	4,180	40%
For migrant workers	0	0%	14	24%	79	1%
Other vacant	8	11%	0	0%	848	8%
Total	72	100%	59	100%	10,472	100%

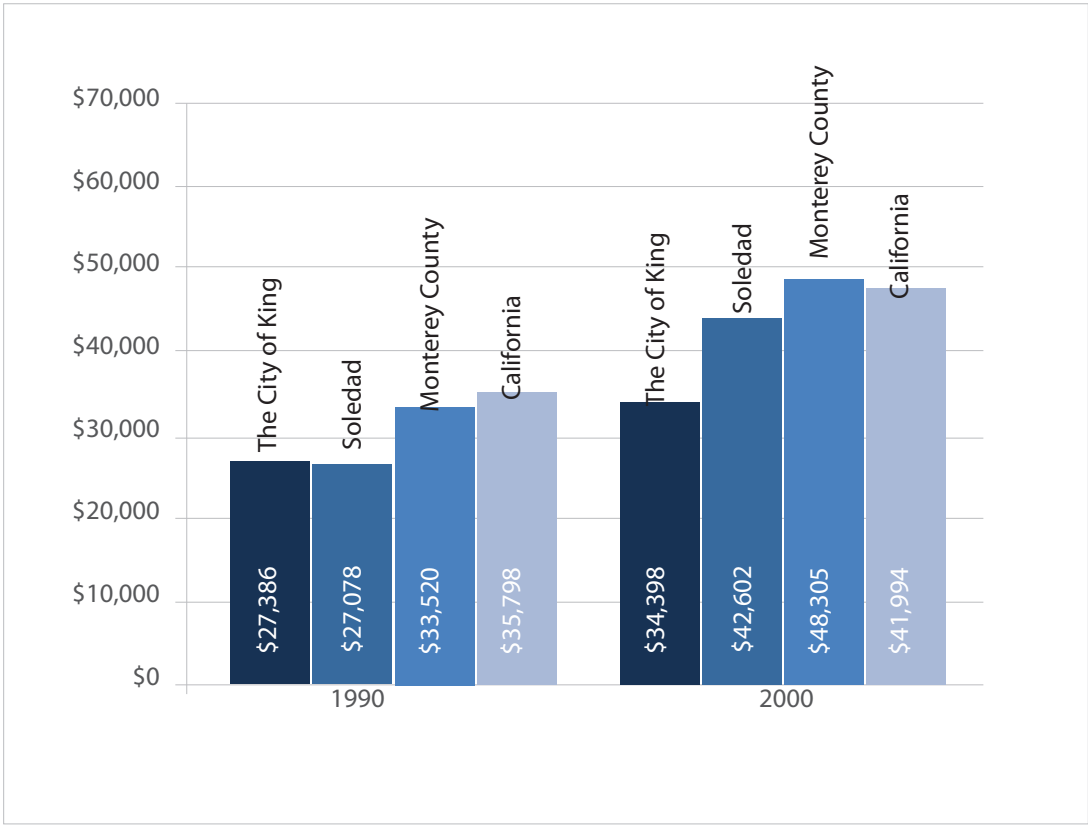
Source: U.S. Census Bureau, 2000

2.6 Income and Affordability

Median Household Income

The median household income in the City of King 2000 was $34,398 (see Figure 2.3). The highest median household income in the City of King was $50,427 for householders between 45 to 54 years of age.

Figure 2.3 Median Household Income: City of King



Source: U.S. Census Bureau, 2000

Table 2.18 Median Household Income in 2000

Householder: 25 years and under	$33,750
Householder: 25 - 34 years	$29,821
Householder: 35 - 44 years	$38,015
Householder: 45 - 54 years	$50,427
Householder: 55 - 64 years	$45,625
Householder: 65 - 74 years	$28,222
Householder: 75 years and over	$14,839
Median	$34,398

Source: U.S. Census Bureau, 2000

Households by Income

Table 2.19 shows the distribution of income for the City of King and Soledad. As of 2000, the largest percentage of households in the City of King earned between $0 - $24,999 (35 percent of the total number of households). The second highest percentage of households earned between $45,000 - $99,999, (31 percent of the total number of households. Recent studies conducted for the City indicate that household income has decreased from 1990 to 2008, from $69,000 to $61,800 (adjusted for inflation).

Table 2.19 Households by Income: 2000

County/City	$0 - $24,999		$25,000 -$44,999		$45,000 - $99,999		$100,000 +		Total
City of King	992	35%	741	26%	874	31%	212	8%	2,819
Soledad	672	28%	414	17%	1,018	42%	141	6%	2,435
Monterey County	27,292	23%	28,808	24%	46,624	38%	18,475	15%	121,199

Source: U.S. Census Bureau, 1990 and 2000

Cost of Housing

The average rent in the City of King in 2000 was $644 per month while the average home-value was $138,700 (U.S. Census, 2000). These numbers were higher overall in Monterey County with an average rent of $776 per month and home value of $265,800. Soledad's rents were lower at $623 per month with a higher average home value of $153,800 (See Table 2.20).

The average prices of homes and townhomes sold in southern Monterey County in recent years are shown in Figures 2.4 and 2.5. While the median home value fell significantly between 2006 and 2007, the median town home value increased over the same period.

Table 2.20 Median Owner-Value/Gross Rent (1990 & 2000)

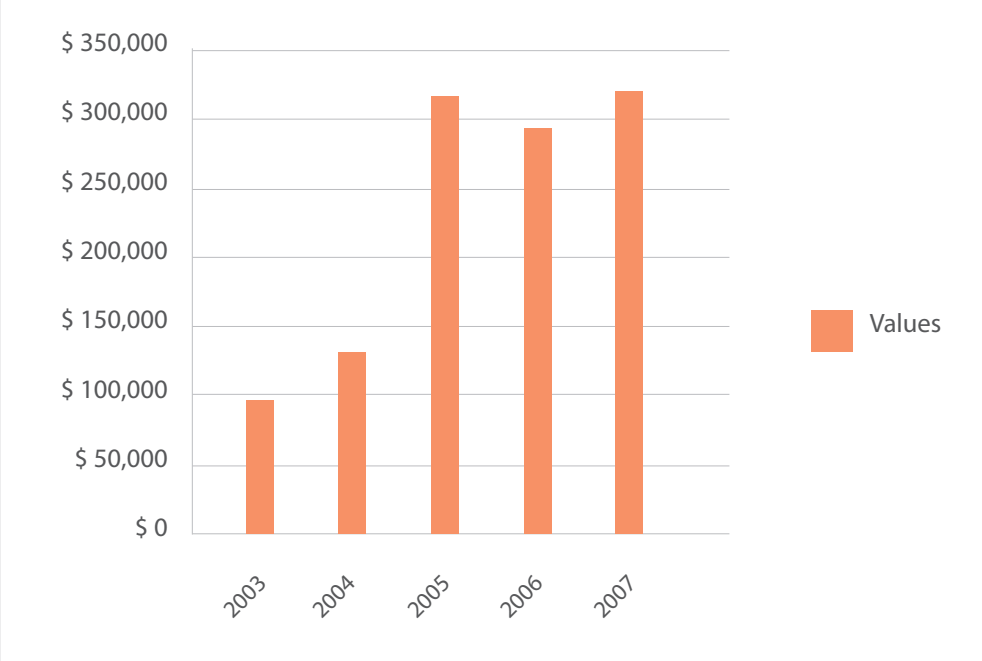
County/City	Median Gross Rent, 1990	Median Gross Rent, 2000	Median Owner-Value, 1990	Median Owner-Value, 2000
The City of King	$457	$644	$110,000	$138,700
Soledad	$487	$623	$112,000	$153,800
MontereyCounty	$625	$776	$175,000	$265,800

Source: U.S. Census Bureau, 1990 and 2000

Figure 2.4 South Monterey County Median Home Values: 2000 - 2007

Source: Monterey County Association of Realtors, 2008

Figure 2.5 South Monterey County Median Townhome Values: 2003 - 2007



Source: Monterey County Association of Realtors , 2008

Housing Affordability

To meet the housing needs of various income groups, housing in the community must be affordable. Housing affordability can be inferred by comparing the cost of renting or owning a home to the average income levels of households. Table 2.21 shows the annual income for households by the size of the family and the maximum amount that could be paid for housing. Typical costs for utilities, taxes, and property insurance are also shown.

Moderate Income Households

The annual income for a moderate-income household ranges from $54,500 to $84,000 depending on family size. Based on these income levels, the maximum affordable home price ranges from $175,000 to $$281,000 with a maximum affordable rent of $1,363 to $1,554. As a result, moderate income households can afford some single-family homes in the City of King and many rental units. However, since a number of newer, larger homes are priced at over $300,000 much of the City's newer housing stock is beyond the price range that can be afforded by moderate-income households without significant down payment assistance.

Lower Income Households

Lower income households earn 80% or less of the County's median family income which translates to between $36,300 and $56,000 per year for low income households and less for very low income households. Based on their income, low income households cannot afford to purchase a single-family home, but could afford the majority of apartment rentals in the City of King. With the exception of small apartments, and mobile home rentals, very low income households are unable to afford the cost of virtually all apartment rentals in the City without assuming a high housing cost burden.

Table 2.21 Housing Affordability (2008)

Income Levels		Maximum Affordable Price	
Group[1]	Annual	Home	Rental
Very Low			
One Person	$22,700	$60,000	$568
Small Family	$29,150	$83,500	$729
Large Family	$35,000	$105,000	$875
Low			
One Person	$36,300	$104,000	$908
Small Family	$46,650	$146,750	$1,166
Large Family	$56,000	$180,000	$1,400
Moderate			
One Person	$54,500	$175,000	$1,363
Small Family	$70,000	$230,000	$1,750
Large Family	$84,000	$281,000	$2,100

1. Small Family = 3 persons; Large Families = 5 or more persons
2. Monthly affordable rent based on payments of no more than 30% of household income, with deductions for utility costs.
3. Calculation of affordable home sales prices based on a down payment of 10%, annual interest rate of 6%, 30-year mortgage, and monthly payment of 30% of gross household income.

Source: City of King

2.7 Assisted Housing Developments "At Risk "of Conversion

As required by State law, this Section evaluates the City's affordable housing that is at-risk of converting to market rates.

As Table 2.21 shows, the City of King has several projects that are publicly assisted under federal, State, or local programs, including tax credits, HUD, state/local bond programs, density bonuses, and local redevelopment or direct assistance programs. Most of these projects are secure for affordable housing. However, Riverview Gardens converted to market rate in 2008.

The Leo A. Meyer project includes 44 units of low and very low-income senior housing originally constructed as a tax credit project. It is now owned and managed by Monterey County Housing Authority (MCHA). The City of King Migrant Camp consists of 76 units. The Camp is operated by MCHA and will remain as low income housing in perpetuity. The 40-unit La Buena Esperanza project was constructed in 1982 through cooperation between the Farmers Home Administration (FmHA) and CHIPSA. This project provides affordable housing exclusively for farm laborers and their families and is expected to remain affordable in perpetuity. Riverview Gardens were low and very-low owner occupied townhomes. These units were deed restricted for a period of 10 years ending in July 2008.

Table 2.22 Inventory of Assisted Housing

Project Name and Address	Tenant Type	Affordable Units	Year Built	Funding Sources	Expiration of Affordability	Size (Acres)	Density
Leo A. Meyer 425 Queen St.	Senior	44 low and very low income units	1988	Tax Credit	Purchased by the Housing Authority	2.74 ac	16du/ac
Migrant Camp 440 Jayne St.	Migrant Farmworker	76 very low/low income units	1985	HACM	In perpetuity	5.14 ac	15du/ac
La Buena Esperanza 600 Bishop St.	Farmworker Families	40 very low and low income units	1980s	HCD, F mH.Am	Will not expire	232 ac	17du/ac
Riverview Gardens Spruce Drive	Family	45 very low and low income units	1998	RDA	July 2008	3,000 sf lots	7 du/ac
Royal Coach Subdivision	Family	Low and moderate income units	Phase I, 1997	RDA	Unknown	5,000 sf lots	7 du/ac

Source: Monterey County Housing Authority, CHIPSA, City of King

2.8 Opportunities for Energy Conservation

This Section describes opportunities for conserving energy in existing homes as well as in new residential construction. This Section also discusses the factors affecting energy use and conservation programs currently available in the City of King.

Planning to maximize energy efficiency and the incorporation of energy conservation and green building features can contribute to reduced housing costs for homeowners and renters. In addition, energy efficient community design can reduce dependence on automobiles. Energy efficiency reduces greenhouse gas emissions, which contributes to global climate change. In response to recent legislation on global climate change, local governments are now required to implement measures that cut greenhouse gas emissions attributable to land use decisions. The Housing Element supports energy efficiency that benefits the community, the housing market and the changing climate by:

Establishing a more compact urban core, bringing residents close to work and services, therefore reducing automobile trips and emissions that add to the global climate change;

Implementing passive solar construction techniques that require solar orientation, thermal massing, and other energy efficient design techniques;

Working with local banks to encourage retrofitting of foreclosed homes with energy efficient windows, doors, and lighting. This will help reduce both the monthly energy bills and monthly expenses; and

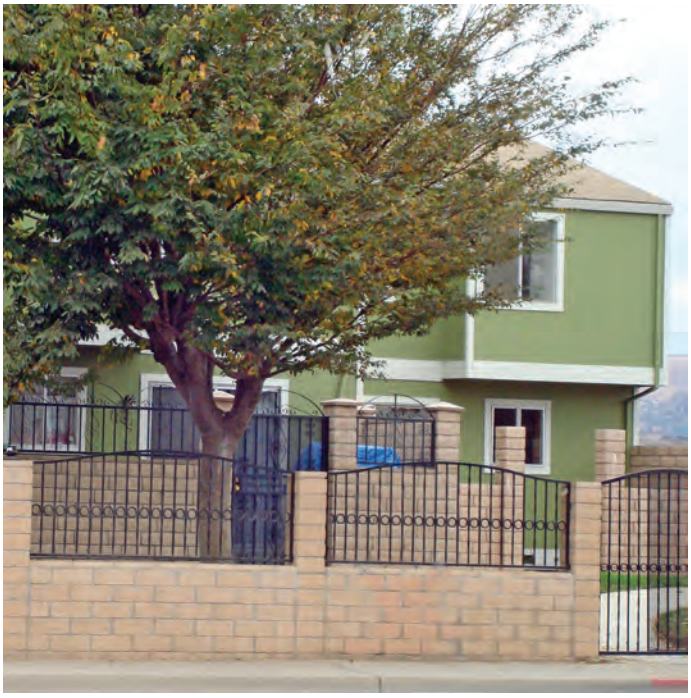
Encouraging the use of solar water and space heating.

Programs for energy conservation in new and existing housing are supported by the City through application of State residential building standards that establish energy performance criteria for new residential buildings (Title 24 of the California Administrative Code).

Through appropriate land use policies and development standards that reduce energy consumption, such as promoting more compact, walkable neighborhoods, with housing close to transit, jobs, community facilities and shopping; encouraging infill development; planning and zoning for multi-use and higher density development; permitting cluster development; and promoting passive and active solar design elements and systems in new and rehabilitated housing, the City can achieve its energy conservation goals.

Chapter 3
Special Housing Needs

This Chapter identifies groups that may require special housing characteristics. These groups include persons with disabilities, the elderly, large families, female-headed households, farmworkers, and families and persons in need of emergency shelters, or transitional housing.



3.1 Persons with Disabilities

Housing needs for those with disabilities vary depending on the severity of the disability. Many disabled persons live in their own home in an independent situation or with other family members. While figures provided by the Census provide useful information regarding the disabled population, not all disabled need accessible (based on Americans with Disabilities Act (ADA) standards) or low-income housing. According to the 2000 Census, there are 3,240 persons age five and over in the City of King with a disability (See Table 3.1). Of these residents 178 have a sensory disability, 543 have a physical disability, 357 have a mental disability, 201 have a self-care disability, 864 have a go-outside the home disability, and 1,047 have an employment disability. These categories are defined below.

Disability Types

Sensory disability: Blindness, deafness, or a severe vision or hearing impairment.

Physical disability: A condition that substantially limits one or more basic physical activities such as walking, climbing stairs, reaching, lifting, or carrying.

Mental disability: Difficulty learning, remembering, or concentrating.

Self-care disability: Difficulty dressing, bathing, or getting around inside the home.

Going outside of home disability: Difficulty going outside the home alone to shop or visit a doctor's office.

Employment disability: Difficulty working at a job or business.

Physically disabled persons may require modifications to housing such as wheelchair ramps, elevators or lifts, wide doorways, accessible cabinetry, modified fixtures and appliances, etc. If the disability prevents the person from operating a vehicle, then proximity to services and access to public transportation are also important. People with severe or mental disabilities may also require supportive housing, nursing facilities, or care facilities. If the physical disability prevents individuals from working or limits their income, then the cost of housing and the costs of modifications can increase. Many disabled people rely solely on Social Security Income, which is insufficient for market rate housing.

The State requires that those with disabilities receive reasonable accommodation for housing opportunities. An analysis of housing constraints for residents with disabilities is included under the constraints discussion in Chapter 6.

Table 3.1 Disabilities, City of King: 2000

Total Disabilities for People 5 - 15 Years	153
Sensory Disability	40
Physical Disability	30
Mental Disability	72
Self-Care Disability	11
Total Disabilities for People 16 - 64 Years	2,458
Sensory Disability	105
Physical Disability	273
Mental Disability	173
Self-Care Disability	127
Go-Outside-Home Disability	683
Employment Disability	1,097
Total Disabilities for People 65 + Years	629
Sensory Disability	33
Physical Disability	240
Mental Disability	112
Self-Care Disability	63
Go-Outside-Home Disability	181
Total Disabilities	3,240

Source: U.S. Census Bureau, 2000

A growing number of architects and developers are integrating universal design principles into their projects to increase the accessibility of the built environment. The intent of universal design is to simplify design and construction by making products, communications, and the built environment more usable by as many people as possible without the need for adaptation or specialized design. By applying these principles, in addition to the regulations specified in the Americans with Disabilities Act (ADA), new construction will increase the opportunities in housing and employment for everyone. The City of King has proposed a new program to encourage the use of universal design.

According to the U.S. Census, the following are the seven principles of universal design as outlined by the Center for Universal Design:

Principles of Universal Design

Equitable Use: The design is useful and marketable to people with diverse abilities.

Flexibility in Use: The design accommodates a wide range of individual preferences and abilities.

Simple and Intuitive: Use of the design is easy to understand, regardless of the user's experience, knowledge, language skills, or current concentration level.

Perceptible Information: The design communicates necessary information effectively to the user, regardless of ambient conditions or the user's sensory abilities.

Tolerance for Error: The design minimizes hazards and the adverse consequences of accidental or unintended action.

Low Physical Effort: The design can be used efficiently and comfortably with minimum fatigue.

Size and Space for Approach and Use: Appropriate size and space is provided for approach, reach, manipulation, and use regardless of user's body size, posture, or mobility.

Source: Center for Universal Design, 2002

3.2 Elderly

Seniors households are included in those with special housing needs because they are more likely to have limited income, physical disabilities, or higher health care costs.

As of the 2000 Census, there were 384 senior households in the City of King (312 owner and 72 renter) (see Table 3.2). In 2000, the number of elderly living below the poverty level was only 1 percent of the total population (see Table 3.3). The median income of seniors ($28,222 for those aged 65 to 74 and $14,389 for those aged 75 and older) was significantly lower than the overall City median income ($34,398). A large proportion of the senior population also experiences one or more disabilities.

Table 3.2 Tenure by Age of Householder: City of King, 2000

	Owner	Renter	Total
Householder Age			
Householder 15 - 24 years	12	206	218
Householder 25 - 34 years	305	523	828
Householder 35 - 44 years	311	305	616
Householder 45 - 54 years	252	188	440
Householder 55 - 59 years	175	61	236
Householder 60 - 64 years	37	24	61
Householder 65 - 74 years	208	56	264
Householder 75 - 84 years	77	8	85
Householder 85 years and over	27	8	35
Total	1,404	1,379	2,783

Source: U.S. Census Bureau, 2000

Table 3.3 Elderly Below Poverty Level, 2000

	Number		
	The City of King	Soledad	Monterey County
Elderly Below Poverty Level	114 (1.0%)	66 (0.6%)	2657 (0.7%)
Total Population	11,094	11,190	382,680

Source: U.S. Census Bureau, 2000

The special needs of seniors can be met by congregate care, rent subsidies, shared housing, and housing rehabilitation assistance. For the frail or disabled, elderly housing with architectural design features that accommodate disabilities can help extend the ability of seniors to live independently. In addition, seniors with mobility/self care limitations benefit from transportation alternatives. Senior housing with supportive services can be provided to facilitate independent living. The City has a 46-unit project for very low-income seniors, which is owned and managed by the County Housing Authority.

According to the Monterey County Regional Guide and Search Engine, the City of King offers a multitude of senior services. Services provided range from nutrition programs to social services, and are listed below.

Leo Meyer Senior Center
415 Quenn Street,
The City of King, CA 93930
(831) 384-4562

RIDES
Door-to-door mini-bus transportation for disabled and handicapped persons.
(831) 373-1393, 754-2804

Monterey County Department of Social Services
Multipurpose Senior Services
(831) 647-7899, 755-3403

Alliance on Aging
Leo Meyer Senior Center
415 Queen Street,
The City of King, CA 93930
(831) 385-0557

Leo Mayer Senior Center
415 Queen Street,
The City of King
(831) 385-4562

Source: Monterey County California Regional Guide and Search Engine:
http://www.mtycounty.com/index.html

3.3 Large Households

Large households are defined as units that contain 5 or more individuals. The 2000 Census indicates that there are 1,004 (36 percent) large households in the City of King (see Table 3.4). In the County, 25 percent of the households are classified as large and in Soledad the percentage is 43 (see Tables 3.5 and 3.6). In the City of King, 497 large households (50 percent of large households) are renter-occupied households. In Monterey County, 49 percent and in Soledad 37 percent of large households are in renter-occupied housing (see Tables 3.5 and 3.6). As a percentage of total householders, the number of large households in the City of King is significantly larger than in the County.

Table 3.4 City of King Household Size by Tenure, 2000

	1-4 Persons	5+ Persons	Total
Owner Occupied	897 (50.4%)	507 (50.5%)	1,571 (63.2%)
Renter Occupied	882 (49.6%)	497 (49.5%)	1,285 (36.8%)
Total	1,779 (100%)	1,004 (100%)	2,484 (100%)

Source: U.S. Census Bureau, 2000

Table 3.5 Soledad Household Size by Tenure, 2000

	1-4 Persons	5+ Persons	Total
Owner Occupied	881 (62.6%)	674 (62.6%)	1,555 (62.6%)
Renter Occupied	526 (37.4%)	403 (37.4%)	929 (37.4%)
Total	1,407 (100%)	1,077 (100%)	2,484 (100%)

Source: U.S. Census Bureau, 2000

Table 3.6 Monterey County Household Size by Tenure, 2000

	1-4 Persons	5+ Persons	Total
Owner Occupied	53,712 (55.6%)	12,554 (51.0%	66,266 (54.7%)
Renter Occupied	42,895 (44.4%)	12,075 (49.0%)	54,970 (45.3%)
Total	96,607 (100%)	24,629 (100%)	121,236 (100%)

Source: U.S. Census Bureau, 2000

3.4 Female-Headed Households

Single-parent households headed by females may have special needs such as accessible day care, health care, and other supportive services. Tables 3.7, 3.8, and 3.9 display information about female-headed households and families in the City of King, Soledad, and Monterey County. Female-headed households often only have income from one parent and higher family expenses. As of 2000, 38 percent of female-headed households with children in the City of King lived in poverty. There are limited options for low-income families, especially larger families, with single parents in the City of King.

Table 3.7 Female-Headed Households: City of King, 2000

Householder Type	
Total Households	2,855 (100%)
Total Female-Headed Householders	337 (12.0%)
Female Householders with Children Under 18	209 (7.4%)
Female Householders without Children Under 18	128 (4.5%)
Total Families Under the Poverty Level	392 (13.9%)
Female-Headed Households Under the Poverty Level	129 (4.6%)

Source: U.S. Census Bureau, 2000

Table 3.8 Female-Headed Households: Soledad, 2000

Householder Type	
Total Households	2,435 (100%)
Total Female-Headed Householders	363 (14.9%)
Female Householders with Children Under 18	171 (7.0%)
Female Householders without Children Under 18	192 (7.9%)
Total Families Under the Poverty Level	N/A
Female-Headed Households Under the Poverty Level	N/A

Source: U.S. Census Bureau, 2000

Table 3.9 Female-Headed Households: Monterey County, 2000

Householder Type	
Total Households	121,199 (100%)
Total Female-Headed Householders	13,436 (11.1%)
Female Householders with Children Under 18	7,663 (6.3%)
Female Householders without Children Under 18	5,773 (4.8%)
Total Families Under the Poverty Level	8,620 (7.1%)
Female-Headed Households Under the Poverty Level	3,053 (2.5%)

Source: U.S. Census Bureau, 2000

3.5 Farmworkers

Farmworkers are a prominent special housing needs group in the City of King. Agriculture is an important aspect of the City's economy and seasonal and permanent farmworkers makeup a large percentage of those working in the agricultural sector (see Table 3.10). Housing affordability has historically been an issue for farmworkers and continues to be so today. Some issues contributing to this challenge include low incomes, large family sizes, and language barriers. According to the USDA, in 2002 there were over 31,000 farmworkers in Monterey County (USDA, 2002). The 2000 Census identified 1,572 people working in agriculture, forestry, fishing, or hunting in the City of King. It is difficult to know how accurate these numbers are as under-reporting is common especially for those in the U.S. without documentation.

According to Monterey County's Regional Housing Needs Plan of 2002 farmworkers earn significantly less than the California Self-Sufficiency Standard. This standards is the estimated amount of income required to meet basic needs in the regular "marketplace" without subsidies (AMBAG, 2002). The California Self-Sufficiency Standard in 2002 was $40,482. The average annual income of farmworkers in Monterey County at the same time was $11,000.

In the City of King, many farmworkers reside in substandard living conditions. For migrant workers, the City permits labor camps in the Agricultural Zone pursuant to a Conditional Use Permit. The Monterey County Housing Authority operates the City of King Migrant Camp on Jayne Street. The camp is open for 6 months of the year, from June to November, and houses 76 migrant farm workers and their families.

Community Housing Improvement Systems and Planning Associates, Inc. (CHISPA) has played an important role in developing housing for farmworkers in the City of King. The 40-unit La Buena Esperanza project was constructed in 1982 through a cooperative effort of the Farmers Home Administration (FmHA) and CHISPA. This project provides affordable housing exclusively for farm laborers and their families. In addition, approximately 300 mobile homes are available in the City, many of which rent at levels affordable to farm worker families.

Table 3.10 Farmworkers, Monterey County: 2002

Total Farmworkers	31,102
Farm Operations with less then 10 Employees	
Permanent	1,031
Seasonal (e.g. Less then 150 days	904
Subtotal	1,935
Farm Operations with more then 10 Employees	
Permanent	16,507
Seasonal (e.g. Less then 150 days)	12,660
Subtotal	29,167

Source: USDA, 2002 Census of Farmworkers, USDA & AMBAG, 2008

3.6 People in Need of Emergency Shelter

In 2007, there were 3,766 homeless people in the County, 35 percent unsheltered and 65 percent were living in a shelter. (Monterey County, 2007 and 2008). However, the City of King's homeless population consists of between 10 and 15 single persons at any given time. The City's homeless population is often sighted residing under bridges, in City parks, or walking in the downtown area. Several of these individuals have mental disabilities or substance abuse problems. Those with substance abuse problems are referred to the Sun Street Community Recovery Center in the City of King, which provides referral and assessment services and DUI night classes. Those needing treatment or housing services are referred to treatment centers in Salinas.

According to the Salvation Army, the number of visible homeless typically consists of single persons or those traveling through the City of King that suddenly find themselves without funds. While no shelters are located within the City, Salvation Army provides food, motel and gas vouchers for those needing emergency assistance. Those needing long term shelter must travel or are provided assistance to Salinas where shelter beds are located. On occasion several churches may provide food or monetary donations to the Salvation Army.

Although the number of homeless persons in the City of King is very small, there is also a number of "at risk" low income families in the City of King that are without a home but not visible on the street. These families often stay with friends, relatives or group together to share a house or apartment. Several long term motels are also used by those unable to afford to the down payment on an apartment. These motels tend to be expensive and often house families, particularly, single mothers with children, and agricultural workers.

Chapter 4
Projected Housing Needs

4.1 Regional Housing Needs

State housing element law (California Government Code § 65580 et. seq.) requires regional councils of government (COG) to identify for each city and county its "fair share allocation" of the Regional Housing Needs Allocation (RHNA) provided by the California Department of Housing and Community Development (HCD). The Association of Monterey Bay Area Governments (AMBAG), the COG for the City of King area, adopted the RHNA in February 2008. AMBAG took into account several factors in preparing the RHNA, including projected household formation, job growth, and regional income distribution. In turn, each city and county must address their local share of regional housing needs in their housing elements. See Table 4.1 for the 2007 - 2014 Regional Housing Needs Allocation for the City of King. Soledad, Salinas, and the unincorporated County are included for comparison purposes.

Table 4.1 Allocation: 2007 - 2014

	The City of King	Soledad	Salinas	Monterey County
Very Low	128	376	911	2,662
Low	96	170	686	2,004
Moderate	108	151	773	2,260
Above Moderate	239	200	1,706	4,989
Total	571	897	4,076	11,915

Source: AMBAG, 2008

The projected housing needs in the RHNA are broken down by income category based on the limits for, very-low, low, moderate, and above moderate income households established by the U.S. Department of Housing and Urban Development (HUD) (California Health and Safety Code § 50079.5). Monterey County's 2008 income limits are shown in Table 4.2.

DEFINITIONS OF HOUSEHOLD INCOME

Very Low-Income: Incomes between 31 percent and 50 percent of area median household income (MFI).

Low-Income: Incomes between 51 percent and 80 percent of area median household income.

Moderate-Income: Incomes between 81 percent and 119 percent of area median household income.

Table 4.2 Monterey County Income Limits, 2008

Income Category	Persons Per Household				
	1	2	3	4	5
Extremely Low-Income	$13,600	$15,550	$17,500	$19,450	$21,000
Very Low-Income	$22,700	$25,900	$29,150	$32,400	$35,000
Low-Income	$36,300	$41,500	$46,650	$51,850	$56,000
Median Income	$45,400	$51,800	$58,300	$64,800	$70,000
Moderate Income	$54,500	$62,200	$70,000	$77,800	$84,000

Source: HCD, 2008

The City of King can take credit for units built or approved since the beginning of the planning period (January 1, 2007). Table 4.3 shows the RHNA issued by AMBAG, units built or approved, and the remaining housing need. The remaining need are the units that the City needs to plan for.

Table 4.3 Remaining Need Based on Units Built or Approved

Income Category	RHNA (2007-2014)	Units Built or Approved	Remaining Need
Very Low	128	0	128
Low	96	16	80
Moderate	108	0	108
Above Moderate	239	29	210
Total	571	45	526

Source: AMBAG

Since the City of King has very little vacant or underutilized land (see Chapter 5 - Sites Inventory and Analysis), Monterey County recognizes that the City is relying on its contemplated Sphere of Influence change(s) to accommodate new housing consistent with its housing allocation. As such, housing in areas that are annexed within the planning period can be credited toward the City's allocation (see Appendix B for the County letter).

Chapter 5
Sites Inventory and Analysis

5.1 Vacant Land Inventory

State law governing the preparation of housing elements emphasizes the importance of an adequate land supply by requiring that each housing element ". . . identify adequate sites . . . to facilitate and encourage the development of a variety of types of housing for all income levels . . ." (Government Code Section 65583(c)(1)). If an adequate supply of new housing is to be provided, enough vacant land must be zoned to allow for the construction of a variety of housing at densities that will satisfy the objectives of the housing element. The land must also have access to appropriate public services, such as water, sewage treatment, storm drainage, and roads.

The City's land inventory was developed with the use of a combination of resources including the City's GIS database, aerial photos, field surveys, and review of the City's Land Use Element and Zoning Ordinance. As Table 5.1 indicates, there are over 500 vacant parcels suitable for residential development that have the capacity to accommodate a realistic development level of 751 units (see also Figure 5.1). The anticipated buildout for vacant parcels not in the specific plan areas is based on historical trends and the assumption that a certain portion of the land is not suitable or desirable for development. There may be political barriers to full development, as well. The specific plans are expected to be built out at near capacity (See Appendix A for a full list of vacant parcels by Assessor Parcel Number.)

The development potential far exceeds the units required to meet the remaining regional housing needs allocation of 526 housing units for the current planning period (see Table 4.3). However the City recognizes that the State requires land zoned at 20 units per acre to meet the remaining very low and low income housing allocation of 208 units (see Table 4.3). At a realistic buildout, the vacant parcels in the R-4 zone can accommodate approximately 62 units (see Table 5.1). After taking into account the R-4 parcels, the city still needs to address 146 very low and low income units.

Opportunity Site

A vacant site has been identified in the southeastern portion of the City near Highway 101 and First Avenue as a potential site to accommodate the remaining housing need for very low- and low-income households (146 Units). The site is 33.7 acres (APN 235-051-010) and is currently zoned Highway Service (H-S). A portion of the site (7.3 acres) would need to be rezoned high density residential and require a minimum of 20 units per acre "by right" as proposed and outlined in Program 3 of the Housing Element. At least half (50 percent) of area(s) rezoned shall be for residential uses only. The site is next to the King City Golf Course.

Table 5.1 Vacant Land Summary

Zone	Max Allowable Density	No. of Parcels	Acres	Max Unit Capacity	Realistic Unit Capacity (80%)	Infrastructure Capacity	On-Site Constraints
Low Density (LD)							
(R-1)[1]	7 du/ac	9	9.45	66 units	53 units	None	None
(P-D)[2]	- du/ac	8	1.06	- units	- units	None	FEMA[6]
(C1)[3]	4.5 du/ac	18	3.62	19 units	15 units	None	None
Sub-Total: LD	n/a	36	14.13	85 units	68 units		
Medium Density (MDR)							
(R-3)[4]	18 du/ac	5	2.02	36 units	30 units	None	None
Sub-Total: MDR	n/a	5	2.02	36 units	30 units		
High Density (HDR)							
(R-4)[5]	24 du/ac	8	3.26	78 units	62 units	None	None
Sub-Total: HDR	n/a	8	3.26	78 units	62 units		
Total:		49	19.41	199 units	160 units		
Specific Plans (See Table 5.2)		533			591 units	None	None
Total:		582			751 units		

Notes:
1. Low Density Residential
2. Planned Development
3. Retail Commercial
4. Medium High Density Residential
5. High Density Residential
6. 100 Year Flood Zone in some areas
Realistic Capacity is calculated at 80% of capacity.
This table does not include potential second units and/or carriage houses.

Source: City of King

Figure 5.1 Vacant Land Map

Source: City of King, 2008

This site or another equally attractive site (e.g. Creek Bridge, Mills Ranch, or the Downtown Addition Specific Plan - see Sections 5.2 and 5.3 below) could meet the State adequate sites requirement.

5.2 Specific Plans

There are two specific plan areas located to the north of the City: Creekbridge and Mills Ranch (See Figure 5.1). At build out, these plans can accommodate 822 units. As of December 2008, 231 units have been constructed and 591 are unbuilt. Of the unbuilt units, 59 units are multi-family or carriage units. Table 5.2 details the remaining parcels and housing types. Buildout of these plans would contribute to additional housing choices in the city.

According to the specific plans, most of the unbuilt units were going to be single-family detached. However, due to the recent downturn in the housing market, there has been some discussion by the developer and property owners to revise the specific plans to accommodate higher-density, smaller units.

Table 5.2 Specific Plans

Specific Plan	Approved	Built	Remaining Unbuilt
Creekbridge			
Single-family	368	164	204
Multifamily	32	32	0
Carriage Houses	22	3	19
Subtotal	400	199	223
Mills Ranch			
Single-family	360	32	328
Multifamily	40	0	40
Subtotal	400	32	368
Total SF	728	196	532
Total MF/Carriage Houses	94	35	59
Total	822	231	591

Source: City of King, 2008

5.3 Pending Projects

The City is processing an application for a Specific Plan called the Draft Downtown Addition (see Figure 5.1). The Plan covers 107.03 acres and calls for a mix of commercial and residential uses. The maximum number of residential units allowed under the plan is 650, which range from larger-single family detatched to smaller homes, townhomes, row houses, triplexes, quadplexes, and live-work buildings.

The allowable units in each zone is listed below and totals 680 units. This higher number is intended to allow flexibility for the developer, not to change the maximum number of 650 units. Two stories would be allowed throughout the plan area. Three-stories would only be allowed with a Conditional Use Permit.

Neighborhood General 1 - 80 units
Neighborhood General 2 - 220 units
Neighborhood General 3 - 180 units
Neighborhood Center - 200 units

Maximum allowed 650 units

Neighborhood General 1:
This zone allows detached single-family residential on larger lots.
Neighborhood General 2:
This zone allows a variety of detached single-family residential homes. Duets and multi-generation housing are allowed (i.e. bungalow court apartments).
Neighborhood General 3:
This zone allows a wide range of residential development including courtyard housing, row houses, triplexes, quadplexes, and a small number of detached single-family units. Live/work units would also be allowed on certain street frontages.
Neighborhood Center:
This zone connects with the heart of the historic downtown. Residential building types may be accommodated with a Conditional Use Permit in locations where ground floor commercial uses are not viable.

This City has an Inclusionary Housing Ordinance (Ord. No. 637) that requires fifteen percent of new developments be affordable to low and moderate-income households. Under this ordinance, approximately 98 units in the project would be affordable to low and moderate income households. Developers are required to submit housing programs to determine the affordability thresholds and incentives.

5.3 Infrastructure Capacity

The proximity, availability, and capacity of infrastructure help to determine the suitability of residential land. Below is an evaluation of water and sewer capacity available to accommodate the housing needs during the planning period.

Wastewater Treatment

The City's sanitary sewer system provides collection, treatment and disposal of domestic and industrial wastes. The City of King Wastewater Treatment facility lies downstream along the Salinas River, northwest of the City. The domestic wastewater treatment and disposal facility has a capacity of 1.2 million gallons per day (mgd) of domestic flow.

According to the General Plan EIR, buildout of the City of King will increase wastewater flows to 2.4 mgd by 2015. The City of King's existing treatment plant would be unable to accommodate the additional flow. Additional development will eventually require expansion of the City's wastewater system. Improvements to the system will be made on an incremental basis by the City, as needed.

Water System

The City of King is served by a municipal water system owned and operated by the California Water Services Company. This system relies on six wells that draw from the groundwater basin that is recharged by the Salinas River. The Cal Water system has a maximum production capacity of 3 million gallons per day, current daily usage is about 1.4 million gallons. A 250,000 gallon storage tank with a 2,000 gallon per minute pump provides ample water pressure throughout the City.

The water system appears to be generally adequate for existing development, but a new well site would appear to be needed as additional development occurs in the future under the General Plan. No significant deficiencies are known to exist with respect to water pressure, volume, or quality. Improvements to the system will be made on an incremental basis by Cal Water as needed.

The Monterey County Water Resources Agency (MCWRA) is the State agency responsible under State law for the management of water resources within the Salinas Valley. MCWRA has undertaken numerous studies of water resources and has identified an imbalance between current demands and available long-term water supplies. Thus, the additional net water required by the General Plan, buildout is considered a significant impact, but will not constrain the development of housing.

In summary, infrastructure needs present potential constraints on future development. However, the City recently conducted a "Master Facilities Plan" and "Development Impact Fee Calculation Report" which provides for a plan to finance the construction, improvement, and replacement of needed infrastructure resulting from housing and population growth.

5.5 Redevelopment Agency Resources

According to HCD, the Housing Element should identify redevelopment funds available to the Low and Moderate Income Housing Fund (LMIHF) and how the funds will be utilized during the planning period.

As of March 2009, the City of King has about $3 million in the LMIHF. The City anticipates collecting about $275,000 per year until 2034, totaling another $6.8 million in funds.

According to H&SC Section 33334.12, the agency must use any unexpended and unencumbered LMIHF that exceed one million dollars or the aggregate amount of tax increment deposited into the low-moderate fund over the preceding four fiscal years. If the City identifies such a surplus before the end of the fiscal period, then it must use the funds or transfer the funds to the local housing authority.

Chapter 8: Goals, Policies, and Programs contains a number of program recommendations for the Redevelopment Agency LMIHF.

Table 5.3 identifies sites owned by the redevelopment agency.

Table 5.3 Sites Owned by the Redevelopment Agency

Description	Location	Size
Library	404 Broadway	13,500 sq ft
Commercial Parking	Broadway	7,500 sq ft
Hartnell	117 N Second	11,865 sq ft
Commercial Parking	300 Block Lynn	7,500 sq ft
Commercial Parking	Third and Lynn	15,000 sq ft
Commercial Parking	300 Block Lynn	15,000 sq ft
Vacant Industrial	Metz	67,082 sq ft
Vacant Industrial	East San Antonio	209,088 sq ft
Vacant Industrial	Bitterwater	108,900 sq ft

Source: City of King, 2008

Chapter 6
Constraints

State housing law requires the City to review both governmental and non-governmental constraints to the construction of affordable housing in order to remove and/or mitigate potentially negative effects.

This Chapter reviews the City's land use constraints, development processing procedures, fees, and code enforcement for possible constraints to affordable housing production. This Chapter also analyzes nongovernmental constraints, such as land and construction costs, to identify other potential barriers to housing development.

6.1 Local Government Constraints

Local policies and regulations can affect the quantity and type of residential development. Since governmental actions can constrain the development and the affordability of housing, State law requires the housing element to "address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing" (Government Code § 65583(c)(3)).

The City of King's primary policies and regulations that affect residential development and housing affordability include: the Zoning Ordinance, the Land Use Element of the General Plan, development processing procedures and fees, on and off-site improvement requirements, and the California Building and Housing Codes. In addition to a review of these policies and regulations, an analysis of governmental constraints on housing production for persons with disabilities is included in this section.

Existing resource protection standards, including Municipal Code Chapter 17.34 (Open Space), Chapter 17.36 (Primary Flood Plain), Chapter 17.38 (Secondary Flood Plain), Chapter 17.40 (Special Building Site), Chapter 17.42 (Scenic Corridor), and Chapter 17.56 (Environmental Protection – Pollution Standards) of the City of King Zoning Ordinance were created to encourage resource protection, without significantly limiting development potential.

The City's land use controls generally do not constrain the development of multi-family rental housing, manufactured housing, mobile homes, housing for agricultural employees, supportive housing, single-family occupancy units, and emergency shelters. When constraints were identified in the following analysis, programs for minimizing and mitigating those constraints are included in Chapter 8 (Goals, Policies, and Programs).

The City proposes Program 19 to comply with new legislation on emergency shelters and transitional housing (SB 2). This legislation requires jurisdictions to permit emergency shelters without a Conditional Use Permit (CUP) or other discretionary permits. Transitional housing and supportive housing must be considered residential uses and must only be subject to the same restrictions that apply to the same housing types in the same zone.

The following sections provide information on local land use regulations:

Zoning Ordinance

This Section describes the Zoning Districts that allow residential development, and the development standards for each District, followed by specific development regulations for multi-family housing, mixed-use development, and secondary dwelling units.

Zoning Districts:

The Zoning Ordinance includes an agricultural district, several residential districts, and two commercial districts that allow residential development. The maximum residential density allowed is 24 units per acre. Residential development is permitted by right and in some cases by Conditional Use Permit in these zoning districts. Each of these zones is outlined below.

Agricultural District (A):

The purpose of this District is primarily for agricultural production and processing. Residences for agricultural employees are allowed with a Conditional Use Permit. The City proposes Program 18 to comply with Health and Safety Code §17021.5 and 17021.6. Section 17021.5 states that farmworker housing for six or fewer employees should be deemed a single-family residential use with the same permitting procedures. Therefore, no conditional use permit, zoning variance, or other zoning clearance shall be required of farmworker housing that is not required for single family housing. Health and Safety Code Sections 17021.6 states that any farmworker housing for twelve of fewer employees shall be deemed an agricultural use and shall not be deemed a use that differs in any other way from another agricultural use.

The residential zoning districts are:

a) Single Family Residential District (R-1):

The R-1 Zoning District is applied to areas appropriate for single-family residential development with 7 units or less per acre. Second units are also permitted by right in this zone. Institutional uses such as churches and private parochial schools are also allowed in this zone. The R-1 Zoning District is consistent with and implements the Low Density Residential land use designation of the General Plan.

b) Residential-Industrial Mixed Use District (R-I):

The intent of this District is as a transitional zone between industrial, agricultural, and other uses to residential. Some industrial uses, agricultural uses, group and multi-family housing uses are allowed in this District. Workforce housing is encouraged in this Zone. All uses in this District are subject to a conditional use permit. There is no General Plan designation for this District.

c) Medium Density Residential District (R-2):

This District allows for slightly higher density residential development than the R-1 District. One, two, and three unit structures and second units are permitted by right. The intent of the District is to allow higher density while preserving a sufficient amount of privacy and open space. This District allows maximum densities of 12 units or per acre. Other uses such as institutional and some commercial uses are also permitted with a conditional use permit. The R-2 Zoning District is consistent with and implements the Medium Density Residential land use designation of the General Plan.

d) Medium High Density Residential District (R-3):

The R-3 District allows higher density than the R-1 and R-2 Districts. This Zone allows a maximum density of 18 units per acre. Multi-family structures are allowed by right up to 6 units per acre. Higher density is allowed with a conditional use permit. Other uses such as institutional, some commercial uses, and senior residential care homes are allowed with a conditional use permit. The R-3 Zoning District is consistent with and implements the Medium High Density Residential land use designation of the General Plan.

e) Multiple Family Residential and Professional Offices District (R-4):

The R-4 District allows single-family, secondary units, duplexes, multi-family, and some institutional residential uses by right. The maximum allowable density is 22 units per acre. The R-4 district implements the High Density Residential land use designation of the General Plan.

f) Planned Development District (P-D):

The P-D District can be applied to planned communities within the city at least 3 acres or greater. A specific plan is required for planned developments. The Planning Commission must approve these plans.

The commercial zoning districts are:

a) Retail Business District (C-1):

The C-1 District is primarily a commercial zone and allows residential uses only in mixed-use settings. The residential must be located on the second story of a two-story building with commercial on the first floor. The residential cannot have a greater floor area than the commercial. Mixed use is allowed with a conditional use permit. The C-1 District implements the Retail Commercial land use designation of the General Plan.

b) General Commercial District (C-2):

The C-2 District is almost exclusively a commercial zone and allows residential uses only for caretaker residences in association with uses allowed in this Zone. This type of residential use in allowed with a conditional use permit. The C-2 District implements the General Commercial land use designation of the General Plan.

Table 6.1 displays the types of permits necessary for residential uses in the City of King.

Table 6.1 Zoning Districts Permitting Residential Uses

Residential Uses	Zoning District								
	A	R-1	R-I	R-2	R-3*	R-4**	P-D	C-1	C-2
Single-Family	—	P	—	P	P	P	P	—	P
Apartment/Multi-family	—	—	CUP	—	P	P	CUP	—	—
Condominiums	—	CUP	—	CUP	CUP	CUP	CUP	—	—
Townhouses	—	—	—	P	—	—	CUP	—	—
Second Unit	—	P	—	P	P	P	P	—	—
Residential Accessory Structure	—	CUP	P	—	P	P	CUP	P	P
Mixed Use	—	—	CUP	—	—	CUP	CUP	P1	—
Mobile Home Park	—	—	—	—	—	CUP	CUP	—	—
Mobile Homes	P		—	—	—	CUP	CUP	—	—
Residential Care Facility for Elderly ≤6 Persons	—	—	—	—	—	—	—	—	—
Retirement or Rest Homes	—	—	CUP	—	—	CUP	P	—	—
Farm Labor Housing	CUP	—	—	—	—	—	CUP	—	—
Rooming or Boarding House	—	—	CUP	—	—	P	CUP	—	—
Manager, Caretaker, or Proprietor Quarters	—	—	CUP	—	—	—	P	—	CUP
Residential Hotel	—	—	—	—	—	CUP	CUP	—	—
CommunityCareFacility	—	—	—	—	—	CUP	CUP	—	—
Emergency Shelter	—	—	—	—	—	—	—	—	—
Transitional Housing	—	—	—	—	—	—	—	—	—

Notes:
P: Permitted
CUP: Conditional Use Permitted
—: Use not allowed
1. Residential allowed on second floor only
* A Conditional Use Permit (CUP) is required for apartment developments of more than one structure.
** A Conditional Use Permit (CUP) is required for apartments/multi-family uses of more than 22 units per acre.

Source: City of King Zoning Ordinance (Last Amended June, 2008)

Development Standards:

Table 6.2 provides development standards for the residential districts. The development standards do not impede the City's ability to achieve maximum allowable densities.

Table 6.2 Residential Zoning District Development Standards

	Zoning District					
	A Agricultural	R-1 Single Family Residential	R-I Residential-Industrial Mixed-Use	R-2 Medium Density Residential	R-3 Medium High Density Residential District	R-4 Multiple Family Residential and Professional Offices District
Maximum Density	--	7 units/acre	More than 22 units/acre CUP	12units/acre	18units/acre	Less than 22 units/acre by right More then 22 units/acre CUP
Minimum Lot Size	20,000 sq.ft.	6,000 sq.ft.	43,560 sq.ft./ 1 acre (M-1); 15,000 sq.ft. (R-4)	6,000 sq.ft.	6,000 sq.ft.	7,000 sq.ft.
Height Restriction	30 ft.	30 ft.	30 ft.	30 ft.	30 ft.	30 ft.
Setbacks						
Front	30 ft.	20 ft.	40 ft. (M-1); 15 ft. (R-4)	20 ft.	15 ft.	15 ft.
Side	10 ft.	6 ft.	20 ft. (M-1); 6 ft. (R-4)	6 ft.	6 ft.	6 ft.
Rear	20 ft.	10 ft.	20 ft. (M-1); 10 ft. (R-4)	10 ft.	10 ft.	10 ft.
Parking Required (spaces per unit)	2	2	2	2	.5 to 2	.5 to 2
Design Restrictions	Architectural Review	Architectural Review	Architectural Review	Architectural Review	Architectural Review	Architectural Review
Permitted Uses	Agricultural Accessory	Single-Family	Multi-Family Mixed-Use	Single-Family	Multi-Family	Multi-Family

Source: City of King Zoning Ordinance (Last Amended June, 2008), City of King General Plan

Other Requirements:

Multi-family projects shall comply with the standards of Sections 17.18.130 and 17.18.150 (Open Area – Density per Family Unit and Development Standards – Multi-family Residential and Professional Offices District) of the Zoning Ordinance, which require:

a) Open Area Density:

A minimum of 200 square feet of landscaped areas, walkways, and recreation areas shall be provided per unit, not including structures, driveways, or parking. A gross of 1,575 square feet of open area shall be provided per building site.

b) Landscaping Plan:

The required open areas shall be landscaped and maintained based on a detailed landscaping plan.

c) Trash:

Trash receptacles for multi-family projects shall be surrounded by a five-foot screened wall on at least three sides so that they are not visually obtrusive from any off-site location. Access for collection vehicles shall be adequate.

d) Off-Site Vehicular Access:

All points of vehicular access onto public rights-of-way shall be approved by the City Engineer.

e) Minimum Floor Areas:

The following minimum gross floor areas shall be required for apartments:

- Bachelor apartment or studio – 480 square feet
- One bedroom apartment – 650 square feet
- Two bedroom apartment – 800 square feet
- 100 additional square feet for every additional bedroom greater than two

Second Units:

Second units can be an important source of affordable housing since they are smaller than primary units and they do not have direct land costs. Second units can also provide supplemental income to the homeowner, thus allowing the elderly to remain in their homes or moderate-income families to afford houses. To encourage establishment of second units, State law requires cities and counties to either adopt an ordinance based on State standards or, where no ordinance has been adopted, to allow second units according to State law requirements. Local governments are precluded from totally prohibiting second units in residentially zoned areas unless they make specific findings (Government Code § 65852.2). The City of King adopted Ordinance 641 in 2003, making second units a ministerially permitted use in some zoning districts. Section 17.47 of the Zoning Ordinance provides details regarding second units as allowed in the City of King.

According to the Zoning Ordinance, a second unit is a detached or attached unit that provides complete independent living facilities for one or more persons. A second unit is allowed without a Conditional Use Permit on existing lots in the R-1, R-2, R-3, R-4, and P-D Districts that already contain a legally established principal dwelling unit. The second unit must satisfy the requirements in Section 17.47.015 (Conditional Use Permit Not Required).

Table 6.3 sets out the primary standards for second units in the City of King. These standards do not conflict with State law governing second units.

Table 6.3 Second Unit Standards

Standard	Second Unit
Permit	Permitted by right in R-1, R-2, R-3, and R-4. Conditional use permit required in other zones allowing residential uses.
Minimum Site Area	7,500 sq ft. (Existing lots)
Height	Same as underlying zone
Rental of Unit	May be rented, although not required
Minimum Floor Area	400 sf for an efficiency and 550 sf for a 1 or 2 bedroom
Setbacks	Same as underlying zone; minimum of 10 feet between primary and second unit

Source: City of King Zoning Ordinance

Residential Care Facilities:

It is required in California Health and Safety Code §1566.3 requires that certain types of residential care facilities (6 persons or fewer) be permitted by right in residential zoning districts. The fees, development standards, etc. must be no stricter than those for a single-family home in the same districts. Program 20 is proposed to comply with State law.

Manufactured Housing and Mobile Homes:

State law requires that manufactured homes be allowed on parcels zoned for conventional single-family units. These units cannot be regulated by any planning fees or review processes not applicable to conventional single-family dwellings. However, the architectural design of manufactured or mobile homes can be regulated by the City. Program 13 is proposed to comply with State law.

Emergency Shelter/Transitional Housing:

An emergency shelter is a facility that houses homeless persons on a limited short-term basis. Transitional housing is temporary (six months to two years) housing for an individual or family transitioning to permanent housing. State housing law (SB2) requires that jurisdictions designate at least one zoning district that allows emergency shelters, transitional housing, and single-room occupancy (SRO) units as permitted uses by right. These uses may only be subject to fees and review processes applied to residential or commercial development in the zones where they are allowed. Under the law, the City may apply written objective standards to these types of uses (e.g. maximum number of beds, length of stay, proximity to other emergency shelters). Program 19 is proposed to comply with State law.

General Plan

The City of King General Plan was adopted in 1998. The Land Use Element of the General Plan designates the following land use types: residential, commercial, industrial and other. Agricultural land uses are included in the other category.

Residential uses are allowed in 4 residential land use designations, planned development, and one commercial land use designation. Table 6.4 lists the General Plan Land Use Designations allowing housing. The residential densities described below are in dwelling units per net acre (except Planned Development). A net acre is the actual area of a given property, exclusive of streets rights-of-way.

Table 6.4 General Plan Land Use Designations

Land Use Designation	Corresponding Zoning District	Maximum Residential Density
LDR Low Density Residential	R-1	< 7 units/acre
MDR Medium Density Residential	R-2	< 12 units/acre
MHDR Medium High Density Residential	R-3	< 18 units/acre
HDR High Density Residential	R-4	< 24 units/acre
RC Retail Commercial[1]	C-1	4.5 units/acre
PD Planned Development	P-D	6-12 units/gross acre based on the property and the location

Notes:
1. Mixed Use Residential/Commercial
2. Only allows caretaker residential uses

Source: City of King General Plan Land Use Element (1998), City of King General Plan

6.2 Development Processing Fees and Procedures

Government policies and ordinances regulating development affect the availability and cost of new housing. Although land use controls have the greatest direct impact, development approval procedures and fees can affect housing costs as well.

Permit processing requirements have increased at all levels of government in recent years. The City of King has a number of procedures developers are required to follow. Although the permit approval process must conform to the Permit Streamlining Act (Government Code § 65920 et. seq.), housing proposed in the City of King is subject to one or more of the following discretionary review processes: conditional use permit review, environmental review, specific plan review, subdivision review, architectural review, and building permit approval.

As required by the California Environmental Quality Act (CEQA), the City's permit processing procedures include an assessment of the potential environmental impacts of the proposed projects. If a project requires an environmental impact report, additional processing and time is required. Many of these environmental regulations have protected the public from significant environmental degradation and the location of certain developments on inappropriate sites and have given the public an opportunity to comment on project impacts. This process does, however, increase the time and cost of project approval.

Permit and Development Fees:

The City collects fees to help cover the costs of permit processing, inspections, and environmental review. Fees charged for building permits are based on the construction values prescribed by the California Building Code. The City also collects development impact fees in accordance with California Government Code § 66000-66025 for the provision of services such as roads, signals, and storm drains. These fees are generally assessed on the number of units in a residential development and collected at the beginning of the approval process. Fees collected by the City do not exceed the City's costs for providing these services.

Tables 6.5 and 6.6 show current Community Development and Building and Safety permit fees for residential development. The City additionally charges impact fees for service connection of $2,554 per unit for single-family residential and $2,129 per unit for multi-family residential. Total impact fees are about $12,079 per single-family unit and $2,844 per multi-family unit.

The Transportation Agency for Monterey County (TAMC) recently established a Regional Development Impact Fee program, which applies to any new development project within the County of Monterey. As of March 2010 no TAMC fees have been applied to any development projects in the City of King.

Table 6.5 Planning and Development Fees

Fee Category	Fee Amount
Community Development Fees	
Conditional Use Permit	$525 plus actual time and materials
Architectural Review	$360 plus actual time and materials
Landscape Plan Check	Actual time and materials
Rezoning	Actual time and materials
Variance	Actual time and materials
Subdivision	
Lot Line Adjustment/Parcel Map Waiver	Actual time and materials
Tentative Parcel Map	Actual time and materials
Vesting Tract Map	Actual time and materials
Environmental	
Environmental Impact Report/Negative Declaration	Actual time and materials

Source: City of King, 2008

Billing Rates: $100 per hour for City Staff.

Table 6.6 shows the estimated proportion of total fees to the development cost per unit.

Table 6.6 Proportion of City Fee in Overall Development Cost for a Typical Residential Development

Development Cost for a Typical Unit	Single-Family	Multi-Family
Total estimated fees per unit	$12,079	$2,844
Typical estimated cost of development per unit	$233,363	$135,548
Estimated proportion of fee cost to overall development cost per unit	5.2%	2.1%

Source: City of King, 2009

Notes:

1. SF is per lot and MF is per unit. Assumed in this model- One SFD per lot.
2. Estimate is for a 1,900 square foot home.

Regional Development Impact Fees

As of 2006, the Transportation Agency for Monterey County (TAMC), implemented Regional Development Impact Fees. The program is designed to collect impact fees based on the number of vehicle trips generated by new residential developments. The fees will be used for transportation improvements. Fee distribution is separated according to districts within the County: North County, Greater Salinas, Peninsula/S. Coast, and South County.

Guidelines are provided by TAMC and include instructions for calculating reduced impact fees for affordable housing. In order to quality for the affordable housing impact fee designation, the development must meet the definition of affordable housing set by the State Department of Housing and Community Development on housing affordability for Monterey County - in addition to requiring the project to be located within a half-mile radius of transportation services. To date, there have been no TAMC fees applied to residential development permits.

Planning Permit Procedures:

Procedures for processing permits vary based on the permits involved. The following procedures are common to the permitting process:

a) Pre-application meeting with the Director or Staff
b) Filing of application and fees
c) Initial application review – completeness check
d) Environmental Review
e) Staff Report and recommendation
f) Permit approval or disapproval

Table 6.7 displays estimated timelines for types of approvals and permits.

Table 6.7 Timelines for Permit Procedures

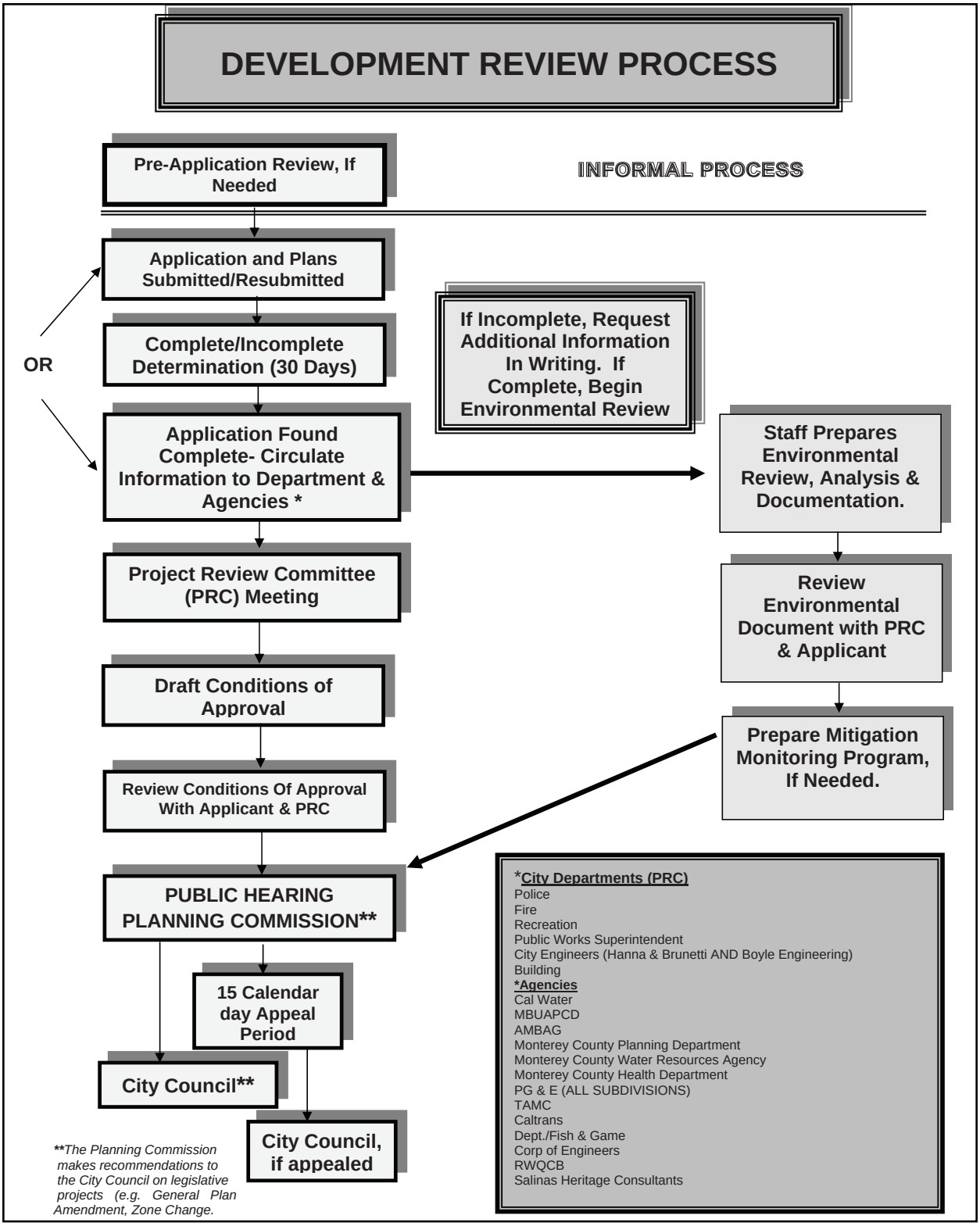
Type of Approval or Permit	Typical Processing Time		
	Single Family Residential	Multi-Family Residential	Planned Unit Development
Initial Site Plan Review	4 Weeks	4 Weeks	8-12 Weeks
Architectural Design and Final Site Plan	NA	8-10 Weeks	8-10 Weeks
BuildingPermit-Simple	1 Week	1 Week	1 Week
Approval Final Grading Plan	3-4 Days	3-4 Days	1 Week
Building Permit - Complex	2 Weeks	2 Weeks	2 Weeks
Total (Approximate)	5 Weeks	16 Weeks	20-26 Weeks

Source: City of King, 2008

Figure 6.1 shows the typical process for development review for the City of King. The permit process for multifamily projects within the R-3 and R-4 zones could take from two to three months to complete from application submittals to Planning Commission approval (if no environmental review). The following is a brief outline of the typical permit process for multifamily projects:

a) Pre-application review recommended
b) Submit CUP and AR application materials
c) Application deemed complete
d) Project Review Committee meeting (refer to Figure 6.1 for a list of the PRC departments)
e) Staff input/ review
  - Environmental review if applicable (may be categorical exemption for infill)
f) Schedule Planning Commission hearing

Figure 6.1 Development Review Process



Source: City of King

Inclusionary Housing Ordinance:

The City adopted an Inclusionary Housing Ordinance in 2003 (Zoning Ordinance Section 17.19), requiring residential developments to construct units affordable to low- and moderate-income households. The intent of this regulation is to promote voluntary private efforts to develop affordable housing by offering public incentives for this production.

The key aspects of the ordinance are listed below:

- Developments of thirty or more housing units shall make at least fifteen percent of the units affordable for low to moderate-income households.
- Developments of less than thirty housing units shall provide:
    - One affordable unit for projects from seven to 10 units.
    - Two affordable units for projects from 11 to 20 units.
    - Three affordable units for projects from 21 to 29 units.
- The ordinance does not specify the levels of affordability (e.g. how many units should be very low, low, or moderate).

In consideration of developer participation, the city may offer incentives as it deems appropriate to developers of low or moderate income housing in the City. For example, the City may encourage developer participation or may offset the costs of developer participation, through density increases, non-general fund subsidies, mortgage revenue bonds, and waivers of fees or requirements or other such incentives in support of the construction of low-to-moderate income housing. The ordinance does discuss specifics in terms of the amount of subsidies, available fee waivers, or reductions of other requirements.

The City of King has been successful in implementing this ordinance. In 2004, Creekbridge Homes was approved with a requirement of 60 affordable units at buildout. Thirty two of these units have been built. The Mills Ranch Development was also approved in 2004 and will provide 40 affordable units at buildout (none of these units have been constructed). A pending project, the Downtown Addition (650 total units), will provide approximately 98 units affordable to low, very low, and moderate-income households. Considering that the Downtown Addition is moving forward in the current economic climate with the affordable housing component, the City does not feel that the ordinance unduly impacts housing production and supply.

To provide more incentives to developers for building affordable housing, the City has proposed to adopt a Density Bonus housing ordinance through Housing Program 6 that would comply with State law requirements.

Architectural Review:

Architectural review is required for any building or structure in eight zoning districts in the City of King. Those allowing residential development are the R-3, R-4, and P-D districts. Projects proposed in these districts must submit architecturally detailed plans along with a fee to the Community Development Department. The plans include architectural drawings or sketches, showing the elevations of the property building or structure and site plans showing proposed landscape or other treatment of the grounds around such building or structure. These plans are reviewed by the Planning Commission for consistency with neighborhood character and to ensure that the project is not "detrimental to the orderly and harmonious development of the City, or to impair the desirability of investment or occupation in the neighborhood."

The architectural review process does not exceed the requirements of other jurisdictions and typically takes eight to ten weeks for approval. If an affordable housing development were proposed in the City, staff would expedite application processing. In addition, applicants for projects for multi-family and apartment complexes in R-3 and R-4 zones are provided an architectural feature checklist to complete and submit with the application. Based on an analysis of evidence and documentation, the City's architectural review process does not act as a constraint to the development of affordable housing.

6.3 On and Offsite Improvement Standards

On and Off Site Improvement Requirements:

The City of King requires the installation of certain on site and off site improvements to ensure the safety and livability of its residential neighborhoods. On site improvements are regulated by the Subdivision Ordinance and through conditions and standards established during the site plan review process. On site improvements typically include required off-street parking, curbs, and utilities, as well as amenities such as landscaping, fencing, streetlights, and park facilities. Off site improvements typically include the following (some of which are regulated by other agencies):

a) Road improvements, including construction of sections of roadways, medians, bridges, sidewalks, bicycle lanes, and lighting.

b) Drainage improvements, including improvement to sections of channel, culverts, swales, and pond areas.

c) Wastewater collection and treatment.

d) Water systems improvements, including lines, storage tanks, and treatment plants.

e) Public facilities for fire (the City of King Fire Department), schools (the City of King Union School District), and recreation (The City of King Recreation Department).

Generally, the developer passes on site and off site improvement costs to the homebuyer as part of the final cost of the home. To reduce housing costs, the City attempts to require only those improvements that are deemed necessary to maintain public health, safety, and welfare.

Parking:

Table 6.9 lists applicable parking space requirements for residential developments.

Table 6.9 Parking Requirements by Land Use

Land Use Type: Residential Uses	Vehicle Spaces Required
Single-family	2 spaces for each unit (Covered)
1 Bedroom second unit	1 space per unit
2 Bedroom second unit	2 spaces per unit
Senior second units	1 space per unit
0 Bedroom and bachelor apartments	1.5 spaces per unit*

Off-street disabled/handicapped parking is required in compliance with the Title 24 of the California Administrative Code.

6.4 Building and Housing Codes

While local regulations and fees increase housing costs, some building and housing regulations and fees are mandated by State law to protect the health, safety, and welfare of the community or to protect existing residents from financial or environmental impacts. The City of King enforces the 2007 California Building Code, which sets standards for residential and other structures. No local amendments have been made to the codes that would significantly increase housing costs. Building codes are enforced on a per complaint basis.

6.5 Housing for Persons with Disabilities

Governmental Constraints on Housing Production for Persons with Disabilities:

As part of the governmental constraints analysis, State law calls for the analysis of potential and actual constraints upon the development, maintenance and improvement of housing for persons with disabilities. In addition, State law requires establishment of reasonable accommodation procedures by the City. Table 6.10 reviews not only the Zoning Ordinance, but also land use policies, permitting practices, and building codes to ensure compliance with State and federal fair housing laws. Where necessary, the City proposes new policies or programs to remove constraints.

The City of King has not adopted a reasonable accommodation procedure for housing designed for persons with disabilities. Program 22 establishes this procedure for the City of King. The City is also proposing Program 23 to promote the incorporation of universal design in new construction.

Table 6.10 Constraints on Housing for Persons with Disabilities

Overarching and General	
Does the City have a process for persons with disabilities to make requests for reasonable accommodation?	The City of King has not adopted a reasonable accommodation ordinance for persons with disabilities in the enforcement of building codes and issuance of building permits. However, no requests for reasonable accommodation have been received by the City. The City's Community Development Department is very small and responsive to applications. The City proposes Program 22 to establish a reasonable accommodation procedure.
Has the City made efforts to remove constraints on housing for persons with disabilities?	There are no special permits or requirements for homes or development for disabled persons. The City strictly enforces all ADA requirements. As discussed above, the City proposes Program 22 to establish a reasonable accommodation procedure.

Table 6.10 Constraints on Housing for Persons with Disabilities (Continued)

Does the City assist in meeting identified needs?	See comments above.
Zoning and Land Use	
Has the City reviewed all its zoning laws, policies, and practices for compliance with fair housing law?	As part of the Housing Element Update, the City has reviewed the land use regulations and practices to ensure compliance with fair housing laws. In addition, the City proposes Program 21 to ensure ongoing compliance with fair housing laws on an ongoing basis.
Are residential parking standards for persons with disabilities different from other parking standards? Does the City have a policy or program for the reduction of parking requirements for special needs housing if a proponent can demonstrate a reduced parking need?	The City follows all ADA requirements. §17.52.060(c) of the City Zoning Ordinance (Handicapped spaces) mandates that handicapped parking spaces shall be a minimum of twelve feet in width and nineteen feet in length. However, parking requirements can be reduced at the discretion of the Planning Commission.
Does the locality restrict the siting of group homes?	Group homes are most addressed in the City's Zoning Ordinance. Program 20 is proposed to comply with Health and Safety Code §1566.3.
What zones allow group homes other than those allowed by State law? Are group home over six persons allowed?	Program 20 is proposed to comply with Health and Safety Code §1566.3. The City also proposes to allow group homes over six persons in some zoning districts with a conditional use permit.
Does the City have occupancy standards in the zoning code that apply specifically to unrelated adults and not to families?	No
Does the land use element regulate the siting of special needs housing in relationship to one another?	No. There is no minimum distance required between two or more special needs housing.
Permits and Processing	
How does the City process a request to retrofit homes for accessibility?	The City has not had such a request. However, the Community Development Department and Building and Safety Department are small and very responsive to applicants.

Table 6.10 Constraints on Housing for Persons with Disabilities (Continued)

Does the City allow groups homes with six or fewer persons by right in single-family zones?	Program 20 is proposed to comply with Health and Safety Code §1566.3.
Does the City have a set of particular conditions or use restrictions for group homes with greater than six persons?	Currently, the Zoning Ordinance does not address group homes with greater than six persons. Program 20 proposes to allow these homes with a Conditional Use Permit. The Conditional Use Permit provides the public with an opportunity to review the project and express their concerns in a public hearing.
What kind of community input does the City allow for the approval of group homes?	See comments above.
Does the City have particular conditions for group homes that will be providing services on site?	No, the City does not currently have special standards for group homes regarding location, design or operation. Program 20 is proposed to update the City's Zoning Ordinance.
Building Codes	
Has the locality adopted the Uniform Building Code?	Yes – On January 1, 2008, the 2007 California Building Code based on the 2006 International Building Code went into effect. No amendments have been made that affect the ability to accommodate persons with disabilities.

Source: City of King

6.6 Non-governmental Constraints

The availability and cost of housing is strongly influenced by market factors over which local governments have little or no control. Nonetheless, State law requires that the Housing Element contain a general assessment of these constraints. This assessment can serve as the basis for actions to offset the effects of such constraints. The primary non-governmental constraints to the development of new housing in the City of King are land costs, construction costs, and environmental constraints.

Land Costs:

Costs associated with the acquisition of land include both the market price of raw land and the cost of holding the property throughout the development process. These costs can account for over half of the final sales prices of new homes in very small developments and in areas where land is scarce. Among the variables affecting the cost of land are its location, amenities, the availability and proximity of public services, and financing arrangements. According to local real estate sources, as of January 2009, unimproved land that is suitable for single-family development in the City of King costs approximately $287,000 for a 10,000 square foot lot. However, there are very few vacant lots available for sale within the City limits. Moreover, the residual land value is close to zero due to the drop in housing prices and the cost of construction. The majority of suitable lots available for residential development are outside the City limits and are constrained by inadequate infrastructure and agricultural activities.

Construction Costs:

Construction costs vary widely depending on the type, size, and amenities of the development. Construction costs for typical single-family residential buildings range from approximately $100 to $150 per square foot; however, construction costs can run more than $200 per square foot depending on the quality of Construction and on-site environmental constraints.

Environmental Constraints:

The following potential physical and environmental constraints may affect development regulated by the City of King by limiting the development potential and/or adding mitigation costs to a project:

Agricultural Land

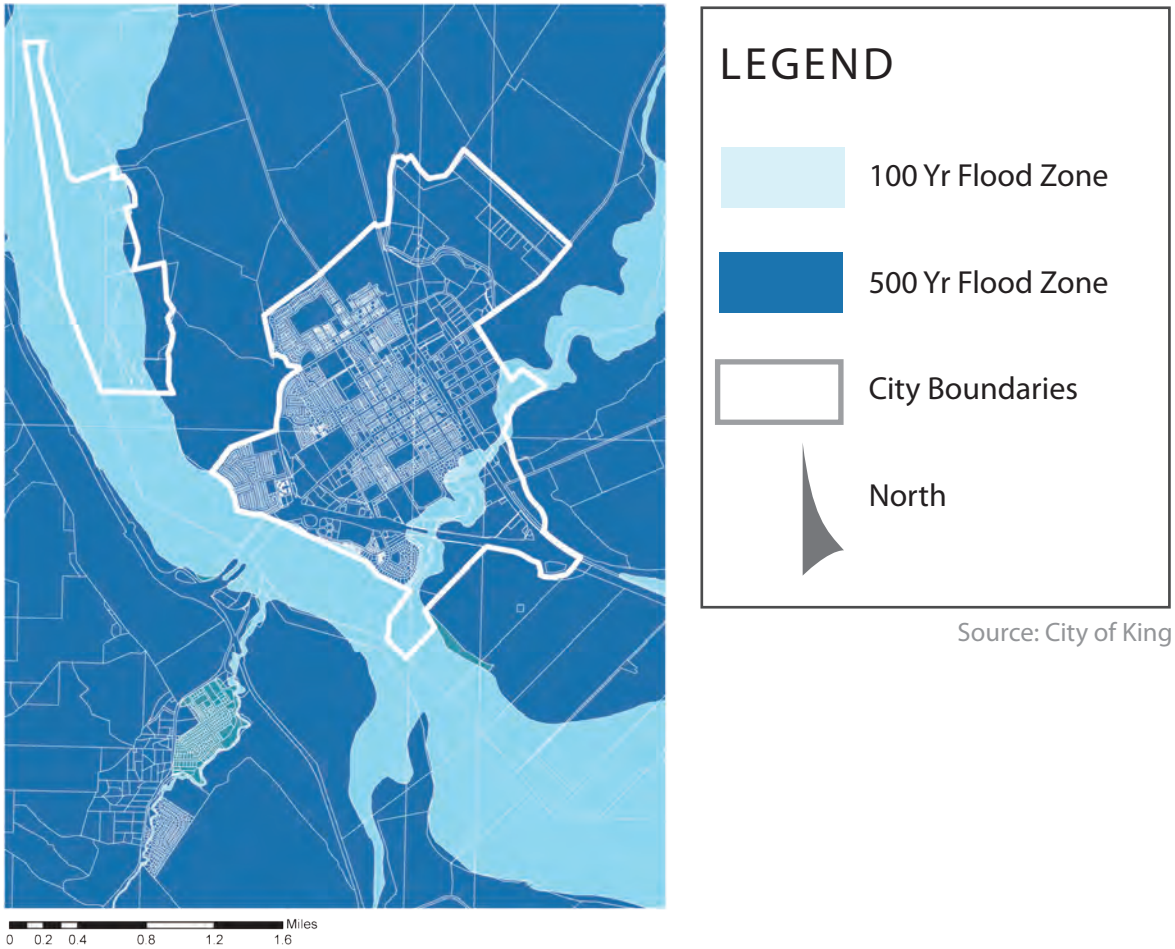
The City of King is surrounded predominantly by "prime farmland," broadly defined as land with the best combination of physical and chemical properties able to sustain long-term production of agricultural crops. Recognizing the importance of agricultural resources, the City's General Plan sets forth "agricultural resources" goals in the Conservation, Open Space, and Safety Element. According to Goal 1.2, "The City shall conserve agricultural resources for future generations and preserve viable, prime agricultural lands in the Planning Area which are not required for future urban growth."

In recent years, the Monterey County Agricultural and Historical Land Conservancy, the American Farmland Trust, local landowners, the City, and the County have created farmland security perimeters through agricultural easements. The agricultural easements, which include viable farmlands to the south and north of the City of King, allow farming in perpetuity. In addition, the Williamson Act of 1965 allows farmers to enter into land conservation contracts with the County, typically for 20 years, enabling them to have reduced property taxes in exchange for maintaining their lot in agricultural production. Williamson Act contracts include much of the developable land located north and south of the City of King.

Natural and Manmade Hazards

The San Lorenzo Creek and Salinas River floodplains are the greatest potential hazard, bordering the southwestern portion of the City and traversing the City in a northeasterly direction to intersect the Salinas River. The City and County regulate development within the floodplain. Few buildings or homes are in the floodplain today that would be endangered by a 100-year flood. There are no areas known to be subject to seismic hazard or to soils or geologic failure in the City of King. No known faults are situated within the City of King planning area. Moreover, none of the soil types within the City of King are known to be subject to liquefaction, except river soils along the Salinas River and San Lorenzo Creek.

Figure 6.2 FEMA Flood Zone Map



Source: City of King

6.7 Availability of Financing

Many programs within the State of California exist to provide cities, communities, and counties financial assistance in the development, preservation, and rehabilitation of units for workforce housing. The Department of Housing and Community Development identifies and provides detailed information on the grants and loans available for affordable and workforce housing, which include:

Affordable Housing Innovation Program:
This program provides grants or loans to fund the development or preservation of workforce housing.

Building Equity and Growth in Neighborhoods Program:
Provides grants and loans to first-time low and moderate income buyers.
www.hcd.ca.gov/fa/begin

CalHome Program:
Provides grants and loans to very-low income homeowners.
www.hcd.ca.gov/fa/calhome

Emergency Housing and Assistance Program Capital Development:
Provides deferred payment loans for capital development activities for: emergency shelters, transitional housing, and safe havens.
homeless@hcd.ca.gov

Emergency Housing and Assistance Program Capital Development:
Provides deferred payment loans for capital development activities for: emergency shelters, transitional housing, and safe havens.
homeless@hcd.ca.gov

Emergency Housing and Assistance Program Operating Facility Grants:
Provides grants for: emergency shelters, transitional housing, and supportive services for homeless individuals and families.
homeless@hcd.ca.gov

Enterprise Zone Program:
Provides incentives such as sales tax credits and operation deductions for business investment.
etips@hcd.ca.gov

Federal Emergency Shelter Grant Program:
Provides grants to fund emergency shelters and transitional housing for the homeless.
homeless@hcd.ca.gov

Governor's Homeless Initiative:
Provides loans for the development of supportive housing for homeless residents who suffer from severe mental illness.
www.hcd.ca.gov/fa/ghi

HOME Investment Partnerships Program:
Provides cities, counties, and nonprofit organizations with grants and low-interest loans to develop and preserve workforce housing.
home@hcd.ca.gov

Housing Assistance Program:
Provides grants to assist housing payments for extremely-low to very-low-income housing.
www.hcd.ca.gov/fa/hap

Joe Serna, Jr. Farmworker Housing Grant Program:
Provides grants and loans to finance the construction, repair, and purchase of rental units for farmworker housing.
www.hcd.ca.gov/fa/fwhg

Multifamily Housing Program:
Provide deferred payment loans to fund the construction, repair, and purchase of permanent and rental units for supportive housing. This includes housing for low-income residents with disabilities, or those who are at risk of homelessness.
www.hcd.ca.gov/fa/mhp

Office of Migrant Services:
Provides grants to assist in seasonal rental housing and support for migrant farmworker families.
www.hcd.ca.gov/fa/oms

Predevelopment Loan Program:
Provides short-term loans for financing low-income housing projects.
www.hcd.ca.gov/fa/pdlp

State CDBG Program Economic Development Allocation, Over the Counter Component:
Provides grants to create or sustain jobs for rural low-income workers.
www.hcd.ca.gov/fa/cdbg/econdev.html

State CDBG Program General, Native American, and Colonias Allocations:
Provides grants to fund housing, capital improvement, and community projects that benefit lower-income residents in rural communities.
www.hcd.ca.gov/fa/cdbg/gennatamcol.html

Workforce Housing Reward Program:
Provides grants to cities and counties that approve permits for new workforce housing going to very-low to low-income households.
www.hcd.ca.gov/fa/whrp

Chapter 7
Evaluation Of Previous Housing Element

7.1 Summary of Progress

Table 7.1 summarizes the City's regional housing needs allocation for the period of January 2000 through December 2006 and the number of housing units built or approved during that planning period. Since January 2000, 382 single-family and multi-family homes have been built or approved. Most of these were affordable to above-moderate households. However, 19 units were homes affordable to low-income households.

Table 7.1 Progress During Previous Planning Period, 2000-2006

Income Level	2000-2006 RHNA	Housing Built or Approved Since January 2000	Remainder of Housing Goals
Very Low	140	0	140
Low	142	19	123
Moderate	204	0	204
Above-Moderate	305	363	0
Total	791	382	451

Source: AMBAG, 2008 and City of King, 2008

The following tables summarize the implementation status of programs from the previous planning period. The existing programs include actions to address:

1. Provision of Future Sites
2. Infill Development
3. Redevelopment Assistance
4. Density Bonus
5. Limitations on Multi-Family Housing
6. Code Enforcement
7. Residential Rehabilitation Assistance
8. Redevelopment Project Area
9. Section 8 Rental Assistance
10. Homeownership Program
11. Involvement of Public Agencies and Non-Profits
12. Farmworker Housing
13. Inclusionary Housing
14. Second Unit Ordinance
15. Siting of Emergency and Transitional Shelters
16. Housing for Disabled Persons
17. Fair Housing Program

Table 7.2 Evaluation of Previous Housing Element

NAME OF PROGRAM	OBJECTIVE	RESPONSIBLE PARTY/ TIMELINE	STATUS OF PROGRAM IMPLEMENTATION
1) Provision of Future Sites	The City will continue to work with potential developers, the Monterey County Local Agency Formation Commission, Association of Monterey Bay Area Governments, and regional water and service providers to ensure that sufficient land for residential development is available, agricultural land is preserved, and appropriate infrastructure and services are available to meet the City's future housing needs. Desired Result: Cooperate with project proponents to develop a variety of housing types and prices. Grant consultation meetings during the conceptual stage to facilitate project.	Community Development Department[1] Ongoing	The City of King made progress towards implementing this program over the planning period. In 2004, the Creekbridge Homes/Arboleda Development was approved which will provide 60 affordable units at buildout. The Mills Ranch Development was also approved in 2004 and will provide 40 affordable units at buildout. A pending project, the Downtown Addition Project will provide 137 units of low to very-low income units and low to moderate units.

1. Planning Department is now the Community Development Department
2. The Redevelopment Agency is now the Community Development Agency

NAME OF PROGRAM	OBJECTIVE	RESPONSIBLE PARTY/ TIMELINE	STATUS OF PROGRAM IMPLEMENTATION
3) Redevelopment Assistance	The City of King has a history of facilitating and encouraging the production of qualified housing projects. In the 1990s, the City often used redevelopment funds to finance the construction of infrastructure in return for deed restricting affordable units. The City provided funds for the Royal Coach subdivision to help finance storm sewer and circulation improvements. More recently, the City has provided $700,000 in set-aside funds for recreational improvements. In return, 145 single-family units were sold as affordable to lower and moderate-income households in the City of King. The City's Community Development Agency will continue to evaluate appropriate projects for receiving financial assistance. Desired Result: Continued utilization of redevelopment funds for provision of affordable housing.	Community Development Department Ongoing	The City has some redevelopment set aside funds available. The Housing Element update identifies specific programs to efficiently utilize redevelopment funds.
4) Density Bonus Program	In accordance with State density bonus law, the City will adopt a local ordinance that provides incentives for affordable housing. If a developer allocates at least 20% of the units in a project for lower income households, 10% for very low-income households, or at least 50% for qualifying residents such as senior citizens, the City will grant 1) a density bonus of 25% and one additional regulatory concession, or 2) the provision of incentives of equivalent financial value based on the land cost per dwelling unit. The developer must agree to maintain affordability of the units for at least 30 years. Desired Result: Adopt an affordable housing ordinance to assist in the creation of affordable housing by the end of 2003. Develop program brochures to be made available at the public counter.	Community Development Department End of 2003/ Ongoing	The City needs to update the Density Bonus Ordinance to be in compliance with State law.

NAME OF PROGRAM	OBJECTIVE	RESPONSIBLE PARTY/ TIMELINE	STATUS OF PROGRAM IMPLEMENTATION
5) Limitations on Multi-family housing	The City will amend the General Plan Land Use Element and remove restriction on multi-family housing. Currently, the General Plan has several policies in place, which restrict the types of housing in annexed areas. With the annexation of the Myers-Mills Ranch, the developer will be required to prepare a Specific Plan. General Plan Land Use Element Policy 6.1.2 states that "the Specific Plan for an Urban reserve/ Agriculture area shall not designate additional "R-4" High-Density nor "R-3" Medium-High Density residential land for areas larger than 2.5 acres, nor any "R-2" Medium-Density residential land for areas larger than 4 acres. This policy ensures that the majority of new housing in the City of King will be single-family detached homes, but also constrains the production of multi-family housing. The Specific Plan process will govern new projects. Desired Result: Remove restrictions on multi-family housing currently in place in the General Plan.	Community Development Department, Planning Commission, City Council End of 2003	The General Plan has several policies in place which restrict the types of housing in annexed areas. This Housing Element program has been carried forward to help reduce constraints on the production of multi-family housing.
6) Code Enforcement	Continue to work with the community to remedy code violations. Code enforcement is an important means to ensure that the character and quality of neighborhoods and housing is maintained. To that end, the City's Code Enforcement staff will work to enforce state and local regulations. City staff will also provide targeted code enforcement in older residential neighborhoods to address deferred maintenance in housing and infrastructure. In conjunction with code enforcement activities, City staff will provide information to homeowners on rehabilitation assistance, referring property owners to the Residential Rehabilitation Assistance Program. Desired Result: Continue to improve level of code enforcement.	Community Development Department Ongoing	The level of effort towards code enforcement is being continually worked on. Since the last housing element update a bilingual code enforcement officer has been hired in the City of King. Code enforcement goals targeting older neighborhoods and deferred maintenance have been put in place. The City of King purchased a new records management system in 2006. An administrative citation and hearing process was adopted in 2007 (Ordinance 645).

NAME OF PROGRAM	OBJECTIVE	RESPONSIBLE PARTY/ TIMELINE	STATUS OF PROGRAM IMPLEMENTATION
7) Residential Rehabilitation Assistance	The City shall encourage the systematic use of its tax increment funds and other resources to rehabilitate the City's existing low and moderate-income housing. In particular, many homes within the City's older residential neighborhoods and in the Downtown area have been identified by the City's redevelopment plan as needing substantial repairs and rehabilitation. To improve the condition of the community's housing stock, the City will provide deferred loans of up to $50,000 for low and moderate homeowners for exterior repairs, accessibility improvements, and innovations. Advertising for the program will be through PG&E electric bills. Desired Result: Implement the residential rehabilitation assistance program.	Community Development Department Ongoing	In 2005 the City of King entered into agreement with the City of King Community Partners, L.L.C. for $605,000 of in-lieu fees for preservation, rehabilitation, and repair of 44 units of low-income special needs housing in the City of King at Leo A. Meyer Senior Plaza. No additional rehabilitation projects were approved or completed during the planning period.
8) Redevelopment Project Area	The City has adopted a Redevelopment Project Area consisting of two non-continuous areas, and totaling 677 acres. The larger portion of the project area (642 acres) lies in northeast the City of King and includes portions of the central business district, neighborhoods, and industrial areas. The smaller, detached portion of the Project Area encompasses the U.S. Highway 101/First Street interchange. Goals, policies, and strategies have been designed to eliminate blight, improve pedestrian and vehicle circulation, improve commercial viability and expand the community's supply of low and moderate income housing. Desired Result: Implement Redevelopment Implementation Plan to increase affordable housing supply.	Finance Department End of 2003	The City adopted a Redevelopment Project Area consisting of two non-continuous areas, and totaling 677 acres. The larger portion of the project area (642 acres) lies in northeast the City of King and includes portions of the central business district, neighborhoods, and industrial areas. The smaller, detached portion of the Project Area encompasses the U.S. Highway 101/First Street interchange. Goals, policies, and strategies have been designed to eliminate blight, improve pedestrian and vehicle circulation, improve commercial viability and expand the community's supply of low and moderate income housing. The City has some redevelopment set aside funds available. The Housing Element update identifies specific programs to efficiently utilized redevelopment funds.

NAME OF PROGRAM	OBJECTIVE	RESPONSIBLE PARTY/ TIMELINE	STATUS OF PROGRAM IMPLEMENTATION
9) Section 8 Rental Assistance	The Monterey County Housing Authority administers the Section 8 Rental Assistance program for the City of King. The Section 8 program offers a voucher that pays the difference between the current fair market rents established by HUD and what a tenant can afford to pay (i.e. 30% of household income). As of August 2002, a total of 94 households in the City of King received Section 8 assistance through the Housing Authority. An additional 79 households were on the waiting list. Desired Result: Continue to support the Section 8 Rental Assistance program and encourage property owners to rent units through the program.	Housing Authority; Community Development Department Ongoing	At the time of the update (2003) there were 94 people in the program. The City continues to advertise the program through PG&E bills. In 2004 30 units of Section 8 farmworker housing were permitted.
10) Homeownership Program	The City of King has provided a significant amount of financial assistance for low and moderate first-time homebuyers. The City used set-aside funds to provide grants to 96 households as part of the Royal Coach Project and 45 households as part of the Royal Coach Project and 45 households as part of the Riverview Gardens project. The City of King recognizes that as prices for new homes have escalated in the community in recent years, low and moderate-income households need assistance in purchasing their first home. As such, the City will continue to provide financial assistance to specific projects to encourage homeownership. Desired Result: Continue to use set-aside and other funds to assist with homeownership on a project-by-project basis.	Community Development Department, Community Development Agency Ongoing	Over the years, the City of King has provided a significant amount of financial assistance for low and moderate first-time homebuyers. The City used set-aside funds to provide grants to 96 households as part of the Royal Coach Project and 45 households as part of the Riverview Gardens project. The City of King recognizes that as prices for new homes have escalated in the community in recent years, low and moderate income households need assistance in purchasing their first home. As such, the City will continue to provide financial assistance to specific projects to encourage homeownership.

NAME OF PROGRAM	OBJECTIVE	RESPONSIBLE PARTY/ TIMELINE	STATUS OF PROGRAM IMPLEMENTATION
11) Involvement of Public Agencies and Non-Profits	Non-profit housing providers, such as CHISPA and the Monterey County Housing Authority, have provided a number of affordable and special need housing opportunities within the City of King. These include the Leo Myers project, La Buena Esperanza, Jayne Street Facility, and Riverview Gardens Townhomes among others. Desired Result: Continue to cooperate and support public agencies and non-profit housing organizations in mutual efforts to provide affordable housing.	Community Development Department, Planning Commission, City Council Ongoing	Approval of 30 farmworker housing units occurred in 2004 in partnership with the Monterey County Housing Authority. Also the City was involved with the South County Housing Collaborative, which includes Greenfield, Soledad, Gonzales, the City King, and Monterey County. The City will continue to work with local agencies and nonprofits, such as CHISPA, to identify funding sources and to provide affordable housing.
12) Farmworker Housing	The City has been actively involved in facilitating and encouraging the production of farm worker housing in the Agricultural (A) zone, provided the site is greater than three acres in size SRO housing for farmworkers is treated like all other multi-family housing and is allowed in the R-3 and R-4 zones. The conditional use permit review is the same as all other residential uses. The City's adopted Redevelopment Implementation Plan provides for an annual allocation of $125,000 over five years to purchase a site on Jayne Street to develop 20 units of SRO farmworker housing. The City is also processing an application for a 45-unit SRO Casitas de Salcido, for single male farmworkers. The City will continue to remain actively involved in the provision of farmworker housing for its residents. Desired Result: Assist the Monterey County Housing Authority to the extent possible, to develop 20 units of SRO housing for farmworkers on Jayne Street adjacent to the City of King Migrant Camp by 2004. Continue to facilitate other farmworker housing projects.	Community Development Department, Planning Commission, City Council End of 2004	One two-story, three unit apartment building constructed by the County of Monterey Housing Authority in 2004.

NAME OF PROGRAM	OBJECTIVE	RESPONSIBLE PARTY/ TIMELINE	STATUS OF PROGRAM IMPLEMENTATION
13) Inclusionary Housing	Given the employment opportunities in the City of King, affordable housing is in great need, particularly among renters. Ensuring sufficient amounts of affordable rental housing is important given the high rate of overcrowding and overpayment evident among renters. Among homeowners, the recent increase in housing prices in the City of King has also limited affordable housing opportunities for moderate-income households. In response, the City is currently examining the feasibility of a 15% inclusionary requirement much like that required under State Redevelopment law. To help improve project feasibility, the City is reviewing options for providing density bonuses, non-General Fund subsidies, modification of development standards, and potentially other appropriate incentive packages. Desired Result: Study and consider the development and adoption of an inclusionary ordinance and financial and regulatory incentives to facilitate the provision of affordable units.	Community Development Department, Planning Commission, City Council End of 2003	In 2003, the City adopted an inclusionary housing ordinance. Any development of more than 7 units must provide affordable housing through the inclusionary program. Developer incentives are available as appropriate.
14) Second Unit Ordinance	Second units can provide additional housing opportunities for many special needs groups, including seniors, farmworkers, and other groups. Currently, the City of King's Zoning ordinance requires second units to receive a conditional use permit prior to building second units. However, pursuant to AB1866 (effective this year), cities must allow second units pursuant to a ministerial permit in appropriate zones. To further housing opportunity, the City will revise its second unit ordinance to comply with State law. Desired Result: Revise second unit ordinance in compliance with AB 1866.	Community Development Department End of 2003	The second unit ordinance has been revised in accordance with State law (AB1866). This revision to the ordinance allows second units ministerially in the R-1, R-2, R-3, R-4, and P-D Zoning Districts. Three carriage house units were permitted as part of the Arboleda/ Creekbridge Development.

NAME OF PROGRAM	OBJECTIVE	RESPONSIBLE PARTY/ TIMELINE	STATUS OF PROGRAM IMPLEMENTATION
15) Siting of Emergency and Transitional Shelters	Second units can provide additional housing opportunities for many special needs groups, including seniors, farmworkers, and other groups. Currently, the City of King's Zoning ordinance requires second units to receive a conditional use permit prior to building second units. However, pursuant to AB 1866 (effective this year), cities must allow second units pursuant to a ministerial permit in appropriate zones. To further housing opportunity, the City will revise its second unit ordinance to comply with State law. Desired Result: Revise second unit ordinance in compliance with AB 1866.	Community Development Department, Planning Commission, City Council End of 2003	Zoning Ordinance needs to be amended to comply with State law (SB 2). A new program is included in the Housing Element update.
16) Housing for Disabled Persons	Passage of SB520, effective in 2002, requires cities to analyze and remove potential constraints to housing for disabled persons. To comply with the Lanterman Developmental Disabilities Services Act, the City will permit group care facilities, including foster care homes, serving 6 or fewer persons in all residential zones. Group care facilities for 7 or more will be conditionally permitted in appropriate zones. In addition, the SB520 analysis in Chapter 3 found that Section 17.48.120 could be interpreted to preclude the development of accessibility ramps for persons with disabilities. This provision will be modified to clarify its intent. Desired Result: The City will amend its Zoning Code to permit residential care facilities in appropriate zones as required by State law. Clarify Section 17.48.120 of the Zoning Code to facilitate housing access for disabled persons. The City will also continue to conduct a SB520 analysis, and, if additional constraints are found, initiate actions to remove constraints.	Community Development Department End of 2003	The City needs to amend the Zoning Ordinance to allow group homes for 6 or fewer adults by right in all residential zones. The City also conducted a SB520 analysis as part of the Housing Element update (See Chapter 6). This Program has been carried forward to ensure ongoing compliance with State law.

NAME OF PROGRAM	OBJECTIVE	RESPONSIBLE PARTY/ TIMELINE	STATUS OF PROGRAM IMPLEMENTATION
17) Fair Housing Program	Develop a program to develop and disseminate fair housing information, including landlord/tenants rights and responsibilities, contacts for fair housing assistance, and other appropriate educational materials. The materials will be provided in Spanish and English and will be published on the City's website, n the City Manager's column, and in utility bills. Desired Result: Implement program with information available on website and utility bills.	City Manager and Community Development Director	Information is available at City Hall. Information has not been provided on the City website or in utility bills.

Chapter 8
Goals, Policies, & Programs

California State law requires that the Housing Element contain a "statement of the community's goals, quantified objectives, and policies relative to the maintenance, improvement, and development of housing." This section describes the proposed goals, policies, implementation programs, and objectives of the Housing Element for the City of King.

Goals are general statements of purpose and indicate the direction the City will take with respect to housing problems. Policies are statements of the City's position regarding the various housing issues identified and provide a link between the goals. Programs are steps to be taken to implement the policies. Some of the programs contain quantified objectives, which refer to the number of housing units that are expected to be constructed, conserved or rehabilitated through implementation of the program during the time frame of the Housing Element. The quantified objectives represent measurable outcomes, which can be used to evaluate the success of the Housing Element in the future.

This Housing Element includes several new policies, programs, and institutional changes intended to increase the amount of affordable housing and housing rehabilitation in the City. While most of the new efforts will be initiated shortly after adoption of the Housing Element, full implementation and the intended results will take much longer to realize.

The City will annually evaluate the progress and effectiveness of these efforts in accordance with State law. Programs that prove effective for the City of King will be reinforced, while those that do not work may be discontinued, so that resources can be directed to other housing ideas. The City's efforts to increase affordable housing should be viewed as long term, ongoing, and dynamic.

Housing Goals and Policies

HOUSING AVAILABILITY AND SERVICES

Goal 1: To provide new housing units accessible to all members of the community in accordance with the regional fair share housing goals.

Policy 1.1 Encourage the development of a range of housing types and prices to facilitate housing production commensurate with the City's regional share and address the City's job-based housing demand.

Policy 1.2 Regulate the development of large tracts through the Specific Plan process as a means to ensure quality projects and provide for a range in types and prices of housing.

Policy 1.3 Promote innovative development plans (e.g., planned development, cluster development, zero-lot-line housing concepts, etc.) that will help to increase the number of affordable housing units.

Policy 1.4 Provide rental and homeownership assistance to expand housing opportunities and encourage neighborhood stability.

Policy 1.5 Offer regulatory incentives and concessions for affordable housing, such as relief from development standards, density bonuses, or fee waivers where deemed appropriate.

Policy 1.6 Encourage the construction of housing on underutilized lots to assist in revitalizing the downtown and older neighborhoods.

Policy 1.7 Ensure the provision of adequate infrastructure, public services, and facilities needed to support new housing units.

Policy 1.8 Regulate land uses and housing design to minimize the consumption of water and energy usage and encourage the design and construction of high quality housing products.

HOUSING AND NEIGHBORHOOD CONSERVATION

Goal 2: To preserve and rehabilitate the existing housing stock to meet health and safety requirements and to improve the quality of life of residents.

Policy 2.1 Continue to monitor and enforce building and property maintenance code standards in residential neighborhoods.

Policy 2.2 Encourage the rehabilitation of housing in disrepair and demolition of units that are substandard and beyond repair as a means to help improve the neighborhoods.

Policy 2.3 Implement Community Development agency plans to improve economic opportunities, revitalize neighborhoods, and help ensure and improve quality of life for the City of King residents.

SPECIAL HOUSING NEEDS

Goal 3: To meet the housing needs of special groups of City residents, including a growing senior population, large families, single mothers, farmworkers, homeless, seniors and the disabled.

Policy 4.1 The City shall encourage the development of housing for seniors, including congregate care facilities.

Policy 3.2 City policies, programs, and ordinances shall provide opportunities for handicapped persons to reside in all neighborhoods.

Policy 3.3 The City will reduce the parking requirements for special needs housing if a proponent can demonstrate a reduced parking need and not affect public health and safety.

Policy 3.4 The City will work with the County and nearby cities to provide adequate homeless shelters and services in the South County area.

FAIR AND EQUAL HOUSING OPPORTUNITY

Goal 4: To ensure fair and equal housing opportunity for all, regardless of race, age, marital status, ethnicity, sex, religion, household type, or other protected status or special needs households.

Policy 4.1 Support fair housing services to ensure that residents are aware of their rights and responsibilities with respect to fair housing.

Policy 4.2 Discourage discrimination in either the sale or rental of housing on the basis of State or federal protected classes.

Policy 4.3 Encourage housing opportunities for those residents who have special housing needs, such as farm workers, large families, elderly, disabled persons, and other identified special needs groups.

Policy 4.4 Assist agencies and organizations that serve residents with special housing needs, including seniors, disabled, single-parents and the homeless.

ENERGY CONSERVATION

Goal 5: To increase the efficiency of energy use in new and existing homes, with a concurrent reduction in housing costs.

Policy 5.1 All new dwelling units shall be required to meet current State requirements for energy efficiency. The retrofitting of existing units shall be encouraged.

Policy 5.2 New land use patterns should encourage energy efficiency, to the extent feasible.

Housing Availability and Services

1) Provision of Future Sites

Large tracts that require specific plans for development (and in some cases annexation) represent the community's greatest opportunity for providing housing. The City will continue to work with potential developers, the Monterey County Local Agency Formation Commission, Association of Monterey Bay Area Governments, and regional water and service providers to ensure that sufficient land for residential development is available, agricultural land is preserved, and infrastructure and services are able to meet the City's future housing needs. This includes prezoning and annexing land suitable for residential use.

Funding Source:	General Fund
Responsible Agency:	Community Development Department
Timeframe:	On-going
Objective:	Cooperate with project proponents to develop a variety of housing types and prices. Coordinate consultation meetings during the conceptual stage to facilitate project approval.
Units:	650 (Downtown Addition Specific Plan)

2) Infill Development

Underutilized lots within the City boundaries represent an opportunity for the development of housing. Infill housing can be less costly than developing raw land, because much of the existing infrastructure and public services are already in place. In addition, improving sites can be an effective tool for eliminating blight particularly in redevelopment project areas. Finally, higher density infill housing may be appropriate in neighborhoods where existing patterns of development are mixed. In order to promote infill, the City will:

- Keep a current inventory of potential development sites particularly in the redevelopment project area.
- Allow and encourage mixed-use.
- Allow and promote small and irregular size lot development. The City is in the process of developing more flexible development standards for small lots downtown (the City recently received two grants from Caltrans for planning and code amendments).
- Consider increasing height limits to allow three stories in multifamily and commercial zones.
- Offer development incentives (e.g. fee waivers and below market-rate financing) negotiated through development agreements to increase multi-family housing.
- Work with water and sewer providers to prioritize services and ensure that adequate capacity is available to accommodate housing needs, especially housing for lower income households (Government Code §65589.7).

Funding Source:	Set-aside and other funds
Responsible Agency:	Community Development Department
Timeframe:	On-going
Objective:	The City will continue to encourage the development of underutilized parcels in City limits. The City will conduct an underutilized land survey to identify other suitable parcels as a first step in the process.
Units:	25

3) Adequate Sites

In order to meet State law requirements (Government Code Section 65583(c)(1) (A) and 65583(c)(1) (B) to address the 2007 - 2014 RHNA, the City shall amend the General Plan and the Zoning Ordinance to provide adequate sites at a minimum of 20 dwelling units per acre "by right" on certain sites or in certain zones. At least half (50%) of these sites shall be zoned for residential uses only. The applications can be subject to design review as long as the project does not trigger the CEQA review process.

The City has identified a 33 acre opportunity site near Highway 101 and First Avenue (APN 235-051-010) that could be rezoned to meet the State requirements and to accommodate the remaining 146 very low- and low-income units allocated for this planning period (see Chapter 5

for further discussion). This site or another equally attractive site (e.g. Creek Bridge, Mills Ranch, or the Downtown Addition Specific Plan- see Sections 5.2 and 5.3) will be eligible to meet the State adequate sites requirement. To meet the remaining RHNA (146 units), the City will rezone at least 7.3 acres.

Funding Source:	General Fund
Responsible Agency:	Community Development Department
Timeframe:	One year after adoption of the Housing Element
Objective:	Encourage higher density residential development and meet State law requirements for the 2007 - 2014 extremely low, very low, and low-income RHNA
Units:	146

4) Partner with the Development Community

The City will continue to leverage financial resources and partner with the development community to support affordable housing, diversify the housing stock, and write down development costs. A particular emphasis will be placed on pursuing development programs and funds that meet extremely low, very low, and low-income needs. As opportunities arise, developments that include units for extremely low-income households will be prioritized. This will be accomplished by working with appropriate non-profit organizations, such as CHISPA and the Monterey County Housing Authority, to identify funding opportunities. Specifically, the City will:

- Contact potential affordable housing developers.
- Identify funding opportunities and pursue financing, such as Community Development Block Grant (CDBG) Funds, BEGIN Program (down payment assistance for first-time homebuyers), Self Help Housing (CalHome Program), Joe Serna Farmworker Grants, and HOME funding.
- Assist in preparing applications for funds.
- Work with housing sponsors to help with scores for readiness and neighborhood revitalization.
- Provide regulatory concessions and incentives, as necessary, to encourage and facilitate the construction of affordable housing.

Funding Source:	General Fund
Responsible Agency:	Community Development Department, Community Development Agency, and City Council
Timeframe:	Apply for funding on an annual basis
Objective:	Assist with financial incentives to encourage the production of affordable housing. Coordinate efforts to match potential developers and sites with funding resources.
Units:	25

5) Community Development Agency Assistance

The City of King has a history of facilitating and encouraging the production of qualified housing projects. In the 1990s, the City often used redevelopment funds to finance the construction of infrastructure in return for deed restricting affordable units. The City provided funds for the Royal Coach subdivision to help finance storm sewer and circulation improvements. More recently, the City provided $700,000 in set-aside funds for recreational improvements. In return, 145 single-family units were sold as affordable to lower and moderate-income households. The City's Community Development Agency will continue to leverage State funds and evaluate appropriate projects and programs for receiving financial assistance, including:

- Subsidizing development and impact fees for affordable and senior housing.
- Creating a mixed-use overlay zone to promote the revitalization of the downtown area by increasing options of future development.
- Creating a first-time home buyer program (See also Program 9).
- When feasible, prioritizing funding for projects that include units for extremely low-income households.

Funding Source:	Redevelopment Funds
Responsible Agency:	Community Development Agency and Community Development Department
Timeframe:	Decide whether to create a mixed-use overlay zone and first-time homebuyer program by end of 2011, seek out funding for extremely low- income projects annually, and ongoing.
Objective:	Continue to evaluate, on a case-by-case basis, the provision of redevelopment funds to encourage the production of extremely low, very low, and low- income units.
Units:	15

6) Density Bonus Program

The City will adopt a density bonus ordinance in compliance with California Government Code § 65915 and develop an outreach program to ensure its successful implementation.

Funding Source:	General Fund
Responsible Agency:	Community Development Department
Timeframe:	End of 2011
Objective:	Adopt density bonus housing ordinance to assist in the creation of affordable housing. Promote the financial feasibility of development of affordable housing using density bonuses and developer incentives and concessions. Develop program brochures or other material to be made available at the public counter.
Units:	5

7) Limitations on Multi-family housing

The City will amend the General Plan Land Use Element and remove restriction on multi-family housing. Currently, the General Plan has several policies in place, which restrict the types of housing in annexed areas. General Plan Land Use Element Policy 6.1.2 states that "the Specific Plan for an Urban reserve/ Agriculture area shall not designate additional "R-4" High-Density nor "R-3" Medium-High Density residential land for areas larger than 2.5 acres, nor any "R-2" Medium-Density residential land for areas larger than 4 acres. This policy ensures that the majority of new housing in the City of King will be single-family detached homes, but also constrains the production of multi-family housing.

Funding Source:	General Fund
Responsible Agency:	Community Development Department, Planning Commission, and City Council
Timeframe:	End of 2010
Objective:	The City will amend the General Plan Land Use Element and remove the restriction on multi-family housing.
Units:	n/a

8) Housing Choice Voucher Program

The Monterey County Housing Authority administers the Housing Choice Voucher Program for the City of King. The Program offers a voucher that pays the difference between the current fair market rents established by HUD and what a tenant can afford to pay (i.e. 30% of household income). The City will work with the County and potential landlords to promote the Housing Choice Voucher Program.

Funding Source:	Housing Choice Voucher Program
Responsible Agency:	Community Development Department and Monterey County Housing Authority
Timeframe:	On-going
Objective:	Work with the County and landlords to increase the units available under the Housing Choice Voucher Program.
Units:	n/a

9) Homeownership Program

The City of King has provided a significant amount of financial assistance for low and moderate first-time homebuyers. The City used redevelopment set-aside funds to provide grants to 96 households as part of the Royal Coach Project and 45 households as part of the Riverview Gardens project. The City of King recognizes that low and moderate-income households need assistance in purchasing their first home. As such, the City will continue to provide financial assistance to specific projects to encourage home ownership and will consider creating a first-

time home buyer program that provides zero interest second mortgages to income eligible households to help bridge the gap between the amount of the first loan and the purchase price.

Funding Source:	Set-aside Funds
Responsible Agency:	Community Development Department and Community Development Agency
Timeframe:	On-going
Objective:	Continue to use set-aside and other funds to assist with homeownership on a project by-project basis.
Units:	10

10) Workforce Housing

The City shall consider an affordable housing linkage fee on nonresidential development to support the development of workforce housing. This ordinance will consider alternatives to paying the fee such as construction of housing on-site, construction of housing off-site, and/or dedication of land for housing.

Funding Source:	General Fund
Responsible Agency:	Community Development Department
Timeframe:	Within 3 years of adoption of Housing Element
Objective:	Promote workforce housing.
Units:	10

11) Density Minimums

All Zoning Districts allowing residential development should be amended to include minimum residential densities to ensure that existing available land is not underutilized.

Funding Source:	General Fun
Responsible Agency:	Community Development Department
Timeframe:	Within 3 years of adoption of Housing Element
Objective:	The Zoning Ordinance shall be amended to include minimum residential densities.
Units:	n/a

12) Second Units

The City will provide incentives for smaller, more affordable secondary dwelling units. Such incentives can include reduced fees, permit streamlining, smaller lot size requirements for second units, and standardized building plans.

Funding Source:	General Fund
Responsible Agency:	Community Development Department
Timeframe:	Within 1 year after the adoption of Housing Element
Objective:	Provide incentives to homeowners and encourage smaller, more affordable secondary dwelling units.
Units:	15

13) Mobile Homes

The City will amend the Zoning Ordinance to comply with State law and allow mobile and manufactured homes in residential zones subject to the requirements of California Health and Safety Code §18500 et seq.

Funding Source:	General Fund
Responsible Agency:	Community Development Department
Timeframe:	Within 1 year of adoption of Housing Element
Objective:	Compliance with Sate law
Units:	n/a

Housing and Neighborhood Conservation

14) Code Enforcement

Continue to work with the community to remedy code violations. Code Enforcement is an important means to ensure that the character and quality of neighborhoods and housing is maintained. To that end, the City's Code Enforcement Staff will work to enforce State and local regulations. City Staff will also provide targeted Code Enforcement in older residential neighborhoods to address deferred maintenance in housing and infrastructure. In conjunction with Code Enforcement activities, the City will provide information to homeowners on rehabilitation assistance, referring property owners to the City's Residential Rehabilitation Assistance Program.

Funding Source:	General Fund
Responsible Agency:	Community Development Department
Timeframe:	On-going
Objective:	Continue to work with the community to remedy code violations. Refer property owners to the Residential Rehabilitation Assistance Program.
Units:	n/a

15) Residential Rehabilitation Assistance

The City shall encourage the systematic use of its redevelopment tax increment funds and other resources to rehabilitate the City's existing low and moderate-income housing. In particular, many homes within the City's older residential neighborhoods and in the downtown area have been identified by the City's redevelopment plan as needing substantial repairs and rehabilitation. To improve the condition of the community's housing stock, the City will provide deferred loans of up to $50,000 for low and moderate homeowners for exterior repairs, accessibility improvements, and innovations. Advertising for the program will be through PG&E electric bills.

Funding Source:	Redevelopment Funds
Responsible Agency:	Community Development Department
Timeframe:	Initiate program in 2011. Implementation will be on-going.
Objective:	Implement a Residential Rehabilitation Assistance Program. Advertise through PG&E electric bills.
Units:	15

16) Redevelopment Project Area

The City has adopted a Redevelopment Project Area consisting of two non-continuous areas, totaling 677 acres. The larger portion of the project area (642 acres) lies in northeast City of King and includes portions of the central business district, neighborhoods, and industrial areas. The smaller, detached portion of the Project Area encompasses the U.S. Highway 101/First Street interchange. Goals, policies, and strategies have been designed to eliminate blight, improve pedestrian and vehicle circulation, improve commercial viability and expand the community's supply of low and moderate income housing.

Funding Source:	Redevelopment Funds
Responsible Agency:	Finance Department
Timeframe:	On-going
Objective:	Continue to implement the Redevelopment Implementation Plan and allocate housing set-aside funds as required by State law.
Units:	n/a

Special Housing Needs

17) Farmworker Housing

The City has been actively involved in facilitating and encouraging the production of farm worker housing. The City will provide redevelopment funds for farmworker housing and will continue to work with non-profit agencies and landowners to provide farmworker housing.

Funding Source:	Redevelopment Funds
Responsible Agency:	Community Development Agency, Community

	Development Department, Planning Commission, and City Council
Timeframe:	Ongoing
Objective:	Continue to facilitate other farmworker housing projects.
Units:	15

18) Farmworker Housing

The City will amend the Zoning Ordinance to ensure that permit processing procedures for farmworker housing do not conflict with Health and Safety Code Sections 17021.5, which states that farmworker housing for six or fewer employees should be "deemed a single-family structure with a residential land use designation", and 17021.6 which states that "no conditional use permit, zoning variance, or other zoning clearance shall be required of employee housing that serves 12 or fewer employees and if it is not required of any other agricultural activity in the same zone". The City shall also ensure that such procedures encourage and facilitate the development of housing for farmworkers.

Funding Source:	General Fund
Responsible Agency:	Community Development Department
Timeframe:	Within 1 year after adoption of Housing Element
Objective:	Compliance with Health and Safety Code Sections 17021.5 and 17021.6 and procedures that encourage and facilitate the development of farmworker housing.
Units:	n/a

19) Siting of Emergency Shelters and Transitional Housing

The City of King has a nominal number of homeless persons. However, the City of King Zoning Ordinance does not directly address transitional housing and emergency shelters. The City of King will amend the Zoning Ordinance and permit procedures to encourage and facilitate emergency shelters in compliance with State law (SB 2). This means that sufficient capacity must be identified to accommodate at least one year-round shelter by right, without discretionary approval. The City will also amend the Zoning Ordinance to permit transitional and supportive housing as a residential use subject to the same standards and requirements that apply to other residential uses. The City has identified several potential areas with available vacant acreage for a homeless shelter, which include the industrial area (1.68 vacant acres), vacant opportunity site (APN 235-051-010) (33.7 acres), and the fairgrounds (18.76 vacant acres).

Funding Source:	General Fund
Responsible Agency:	Community Development Department
Timeframe:	WIthin 1 year after adoption of Housing Element
Objective:	Amend the Zoning Ordinance to permit the siting of emergency shelters and transitional facilities in compliance with State law.
Units:	n/a

20) Group Home Program

To comply with State law, the City will permit group care facilities, including foster care homes, serving six or fewer persons by right in all residential zones. Group care facilities for seven or more will be conditionally permitted in appropriate zones.

Funding Source: General Fund
Responsible Agency: Community Development Department
Timeframe: WIthin 1 year after adoption of Housing Element
Objective: Amend the Zoning Ordinance to permit residential care facilities in appropriate zones as required by State law.
Units: n/a

Fair and Equal Housing Opportunities

21) Fair Housing Program

Continue to disseminate fair housing information, including landlord/tenants rights and responsibilities, contacts for fair housing assistance, and other appropriate educational materials. The materials will be provided in Spanish and English and will be published on the City's website, n the City Manager's column, and in utility bills.

Funding Source: General Fund
Responsible Agency: Community Development Department
Timeframe: On-going
Objective: Implement program with information available on website and utility bills.
Units: n/a

22) Reasonable Accommodation Ordinance

The City shall establish a reasonable accommodation procedure (i.e. that does not require a CUP or variance) to assist people with disabilities and ensure equal access to housing. Current regulations, policies, and practices should not:

- Deny housing based upon the disability of the residents.
- Impose special restrictions on disability related services.
- Characterize congregate living arrangements as a business.
- Impose restrictions on ADA retrofits.

Funding Source: General Fund
Responsible Agency: Community Development Department
Timeframe: Within 1 year after adoption of the Housing Element
Objective: Reasonable accommodation procedures.
Units: n/a

23) Universal Design

Universal design is based on the idea that throughout life, all people experience changes in their abilities. The goal of universal design is to design environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design. Universal design features include:

- Entrances to homes without steps.
- Hallways and doors that comfortably accommodate strollers and wheelchairs.
- Lever door handles and doors of the appropriate weight.
- Electrical outlets that can be accessed without having to move furniture.
- Rocker action light switches to aide people with a loss of finger dexterity.
- Showers that can accommodate a wheel chair, and that have adjustable showerheads to accommodate people of different heights.
- Kitchens with varying counter heights.

The City shall work with homebuilders to encourage universal design in new construction and remodels in a way that does not increase housing costs.

Funding Source:	General Fund
Responsible Agency:	Community Development Department
Timeframe:	Within 1 year after adoption of Housing Element
Objective:	A greater number of homes that accommodate people of different abilities.
Units:	n/a

Energy Conservation

24) Efficient Land Use

As part of its General Plan update, the City shall emphasize efficient land use and development patterns that conserve resources, such as fuel, water and land, and allow for the development of higher-density development in the vicinity of major transit nodes, pedestrian-oriented development patterns, and preservation of open space areas. These strategies are intended to reduce energy consumption and conserve land and water resources.

Funding Source:	General Fund
Responsible Agency:	Community Development Department
Timeframe:	Within 5 years after adoption of Housing Element
Objective:	Adopt policies in the General Plan Update that require efficient use of land.
Units:	n/a

25) Smart Planning Incentives

Support applications for affordable housing funds from agencies that reward smart planning, such as the HCD's Multifamily Housing Program (MHP) and the California Tax Credit Allocation Committee.

Funding Source:	General Fund
Responsible Agency:	Community Development Department
Timeframe:	On-going
Objective:	The City will continue to support applications for funds for projects which include smart planning.
Units:	n/a

26) Energy Efficiency Mortgage Programs

Through coordination with the California Energy Commission (CEC), create an incentives program for the installation of solar energy systems on new residential projects and existing residential development. Solar energy systems certified by the CEC and installed with a five year warranty are eligible to receive a tax credit equal to the lesser of 15 percent of the purchase cost of a photovoltaic or wind driven system with a generating capacity of not more than 200 kilowatts. This credit will sunset on January 1, 2011.

Funding Source:	General Fund
Responsible Agency:	Community Development Department and Finance Department
Timeframe:	Within 1 year after adoption of Housing Element
Objective:	Encourage projects to take advantage of these incentives.
Units:	n/a

27) Energy Efficient Housing

Support the California Energy Commission energy efficiency requirements in new housing and encourage the installation of energy saving devices in pre-1975 housing.

Funding Source:	General Fund, Redevelopment Funds
Responsible Agency:	Community Development Department
Timeframe:	On-going
Objective:	Encourage projects that take advantage of energy efficiency.
Units:	n/a

28) Energy and Water Conservation

Continue to monitor energy and water usage in the City and investigate other appropriate programs to conserve these and other natural resources.

Funding Source:	General Fund
Responsible Agency:	Community Development Department
Timeframe:	On-going
Objective:	Reduce residential (and commercial) water use 20 percent by 2010 and reduce the overall energy usage in the City.
Units:	n/a

29) Green Building Standards

The City shall support and encourage Green Building design standards in new construction and redevelopment to promote increased energy conservation. The City should establish regulations requiring the development of environmentally sustainable buildings. Possible targets include:

- Achieve LEED™ certification for all new buildings 10,000 square feet or larger by 2010.
- Set a minimum target of 20 percent to the Silver LEED™ certification, 10 percent to the
- Gold LEED™ certification, and 2 percent to the Platinum LEED™ certification, with the remainder categorized simply as "Environmentally Sustainable Design".
- 50 percent of new buildings smaller than 10,000 square feet should obtain at least LEED™ certification or its equivalent by 2010.

Funding Source:	General Fund
Responsible Agency:	Community Development Department
Timeframe:	Within 1 year after adoption of Housing Element
Objective:	Encourage projects that take advantage of energy efficiency.

Quantified Objectives

It is the City's goal to further the provision of affordable, safe, efficient, and accessible housing to its residents during the time period planned for in this Housing Element Update. This includes providing affordable housing to extremely low-, very low-, low- and moderate-income persons and households who experience housing cost burdens, live in deteriorated units, or require services to maintain a satisfactory lifestyle.

Implementation of the housing programs is anticipated to result in the construction, rehabilitation and conservation of the numbers and types of units shown in Table 8.1.

T he total number of new units contained in Table 8.1 falls below the new construction target number for the City as projected in the Regional Housing Needs Assessment (RHNA) which is addressed in Chapter 4 of the Housing Element. However, the City's quantified objectives are based on resources and an assumed growth rate that can easily change as a result of a highly volatile housing market. If the market dictates, the RHNA target can be met.

Table 8.1 Summary of Quantified Objectives

Programs	Income Categories					
	Extremely Low	Very Low	Lower	Moderate	Above Moderate	Total
New Construction						
Housing Availability and Services						
1) Provision of Future Sites	2	13	35	150	450	650
2) Infill Development	2	3	10	10	-	25
3) Adequate Sites	13	26	100	-	-	141
4) Partner with Development Community	2	3	15	5	-	25
5) Redevelopment Assistance	2	3	10	-	-	15
6) Density Bonus Program	-	2	3	-	-	5
9) Homeownership Program	-	-	5	5	-	10
10) Workforce Housing	-	1	4	5	-	10
12) Second Units	-	-	5	10	-	15
Housing and Neighborhood Conservation						
15) Residential Rehabilitation Assistance	-	5	5	5	-	15
Special Housing Needs						
17) Farmworker Housing	10	20	15	-	-	15
Total	28	65	182	190	450	900

Source: Lisa Wise Consulting, 2008

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Appendix A

Table i. Vacant Land Spreadsheet

Vacant	APN11	ZONING_I_1	ZONING_C_1	General Plan Designation	Acres	Max Allowable Density	Max Unit Capacity	Realistic Allowable Density	Realistic Unit Capacity	Comments
A										
Y	026-301-004	A	Agriculture	MDR	2.20	n/a		n/a		
					2.20					
C-1										
Y	026-253-009	C-1	Retail Commercial	Retail Commercial (RC)	0.17	4.5 du/ac	1	n/a	n/a	
Y	026-193-012	C-1	Retail Commercial	RC	0.17	4.5 du/ac	1	n/a	n/a	
Y	026-253-010	C-1	Retail Commercial	RC	0.17	4.5 du/ac	1	n/a	n/a	
Y	026-163-004	C-1	Retail Commercial	RC	0.16	4.5 du/ac	1	n/a	n/a	
Y	026-163-011	C-1	Retail Commercial	RC	0.18	4.5 du/ac	1	n/a	n/a	
Y	026-162-013	C-1	Retail Commercial	RC	0.21	4.5 du/ac	1	n/a	n/a	
Y	026-194-016	C-1	Retail Commercial	RC	0.17	4.5 du/ac	1	n/a	n/a	
Y	026-193-002	C-1	Retail Commercial	RC	0.20	4.5 du/ac	1	n/a	n/a	
Y	026-252-005	C-1	Retail Commercial	RC	0.17	4.5 du/ac	1	n/a	n/a	
Y	026-252-004	C-1	Retail Commercial	RC	0.22	4.5 du/ac	1	n/a	n/a	
Y	026-195-021	C-1	Retail Commercial	RC	0.34	4.5 du/ac	1	n/a	n/a	
Y	026-252-010	C-1	Retail Commercial	RC	0.16	4.5 du/ac	1	n/a	n/a	
Y	026-195-020	C-1	Retail Commercial	RC	0.36	4.5 du/ac	1	n/a	n/a	
Y	026-195-012	C-1	Retail Commercial	RC	0.16	4.5 du/ac	1	n/a	n/a	
Y	026-163-002	C-1	Retail Commercial	RC	0.16	4.5 du/ac	1	n/a	n/a	
Y	026-195-014	C-1	Retail Commercial	RC	0.17	4.5 du/ac	1	n/a	n/a	
Y	026-195-018	C-1	Retail Commercial	RC	0.15	4.5 du/ac	1	n/a	n/a	
Y	026-193-001	C-1	Retail Commercial	RC	0.15	4.5 du/ac	1	n/a	n/a	
Y	026-193-016	C-1	Retail Commercial	RC	0.17	4.5 du/ac	1	n/a	n/a	
					3.62		**19.00**		**15**	**at 80% buildout**
C-1-TD										
Y	026-253-012	C-1-TD	Retail Commercial Transition	NC	0.17	n/a		n/a		
Y	026-253-011	C-1-TD	Retail Commercial Transition	NC	0.18	n/a		n/a		
					0.35					
C-2										
Y	026-254-014	C-2	General Commercial	GC	0.21	n/a		n/a		
Y	026-242-002	C-2	General Commercial	GC	0.29	n/a		n/a		
Y	026-254-013	C-2	General Commercial	GC	0.18	n/a		n/a		
Y	026-284-003	C-2	General Commercial	GC	0.17	n/a		n/a		
Y	026-284-004	C-2	General Commercial	GC	0.15	n/a		n/a		
Y	026-301-005	C-2	General Commercial	GC	1.42	n/a		n/a		
Y	026-301-006	C-2	General Commercial	GC	0.83	n/a		n/a		
Y	026-301-003	C-2	General Commercial	GC	0.68	n/a		n/a		

Vacant	APN11	ZONING_I_1	ZONING_C_1	General Plan Designation	Acres	Max Allowable Density	Max Unit Capacity	Realistic Allowable Density	Realistic Unit Capacity	Comments
Y	026-261-027	C-2	General Commercial	GC	0.34	n/a		n/a		
Y	026-293-003	C-2	General Commercial	GC	0.52	n/a		n/a		
					4.78					
C-N										
Y	026-561-001	C-N	Limited Neighborhood Commercial	NC	1.06	n/a		n/a		
Y	026-561-056	C-N	Limited Neighborhood Commercial	NC	0.17	n/a		n/a		
Y	026-561-057	C-N	Limited Neighborhood Commercial	NC	4.52	n/a		n/a		
Y	026-501-005	C-N	Limited Neighborhood Commercial	NC	0.75	n/a		n/a		
Y	026-501-006	C-N	Limited Neighborhood Commercial	NC	0.70	n/a		n/a		
					7.20					
H-S										
Y	235-051-012	H-S	Highway Service Commercial	HSC	0.73	n/a		n/a		No water/ sewer
Y	235-051-014	H-S	Highway Service Commercial	HSC	7.68	n/a		n/a		No water/ sewer
Y	026-451-059	H-S	Highway Service Commercial	HSC	0.27	n/a		n/a		No water/ sewer
Y	026-401-019	H-S	Highway Service Commercial	HSC	0.05	n/a		n/a		No water/ sewer
Y	026-401-018	H-S	Highway Service Commercial	HSC	0.01	n/a		n/a		No water/ sewer
Y	026-031-002	H-S	Highway Service Commercial	HSC	1.64	n/a		n/a		No water/ sewer
Y	235-052-006	H-S	Highway Service Commercial	HSC	3.74	n/a		n/a		No water/ sewer
Y	026-391-021	H-S	Highway Service Commercial	HSC	0.17	n/a		n/a		No water/ sewer
Y	026-031-007	H-S	Highway Service Commercial	HSC	1.55	n/a		n/a		No water/ sewer
Y	026-391-025	H-S	Highway Service Commercial	HSC	2.27	n/a		n/a		No water/ sewer
Y	235-051-008	H-S	Highway Service Commercial	HSC	0.50	n/a		n/a		No water/ sewer

Vacant	APN11	ZONING_I_1	ZONING_C_1	General Plan Designation	Acres	Max Allowable Density	Max Unit Capacity	Realistic Allowable Density	Realistic Unit Capacity	Comments
Y	026-391-025	H-S	Highway Service Commercial	HSC	0.02	n/a		n/a		No water/ sewer
Y	026-391-025	H-S	Highway Service Commercial	HSC	0.01	n/a		n/a		No water/ sewer
Y	235-051-010	H-S	Highway Service Commercial	PD	33.70	n/a		n/a		No water/ sewer
					52.36					
M-1										
Y	026-285-005	M-1	Industrial	LI	1.20	n/a		n/a		
Y	026-521-030	M-1	Industrial	LI	1.03	n/a		n/a		
Y	026-121-006	M-1	Industrial	LI	4.46	n/a		n/a		
Y	026-285-006	M-1	Industrial	LI	0.21	n/a		n/a		
Y	026-351-020	M-1	Industrial	LI	0.05	n/a		n/a		
Y	026-351-021	M-1	Industrial	LI	0.12	n/a		n/a		
					7.07					
M-2										
Y	No APN	M-2	General Industrial	GI	16.64	n/a		n/a		
Y	245-051-041	M-2	General Industrial	GI	60.48	n/a		n/a		
Y	235-021-010	M-2	General Industrial	GI	0.08	n/a		n/a		
Y	235-021-014	M-2	General Industrial	GI	3.40	n/a		n/a		
Y	235-021-016	M-2	General Industrial	GI	11.29	n/a		n/a		
Y	235-021-011	M-2	General Industrial	GI	0.04	n/a		n/a		
Y	235-021-012	M-2	General Industrial	GI	1.29	n/a		n/a		
					93.24					
M-3										
Y	026-351-036	M-3	Heavy Industrial	GI	2.52	n/a		n/a		
Y	026-351-035	M-3	Heavy Industrial	GI	2.05	n/a		n/a		
Y	026-351-031	M-3	Heavy Industrial	GI	2.60	n/a		n/a		
					7.17					
O										
Y	235-072-011	O	Open Space	PQ	12.84	n/a		n/a		No water/ sewer
					12.84					
PD										
Y	026-561-045	P-D	Planned Development	NC	0.12					
Y	026-561-046	P-D	Planned Development	NC	0.12					
Y	026-561-049	P-D	Planned Development	NC	0.12					
Y	026-561-051	P-D	Planned Development	NC	0.20					
Y	026-561-047	P-D	Planned Development	NC	0.12					
Y	026-561-048	P-D	Planned Development	NC	0.12					
Y	026-561-050	P-D	Planned Development	NC	0.14					
Y	026-561-044	P-D	Planned Development	NC	0.12					

Vacant	APN11	ZONING_I_1	ZONING_C_1	General Plan Designation	Acres	Max Allowable Density	Max Unit Capacity	Realistic Allowable Density	Realistic Unit Capacity	Comments
					1.06					
PF										
Y	235-052-008	P-F	Public Facilities	PD	45.00	n/a		n/a		No water/ sewer
Y	235-052-007	P-F	Public Facilities	OS	43.00	n/a		n/a		No water/ sewer
					88.00					
R-1										
Y	026-041-023	R-1	Low Density Residential	LDR	6.67	7 du/ac	46.71	5.6 du/ac	37	
Y	026-041-019	R-1	Low Density Residential	LDR	0.17	7 du/ac	1.20	5.6 du/ac	1	
Y	026-433-016	R-1	Low Density Residential	LDR	0.52	7 du/ac	3.64	5.6 du/ac	3	
Y	026-401-002	R-1	Low Density Residential	LDR	0.13	7 du/ac	0.89	5.6 du/ac	1	
Y	026-461-022	R-1	Low Density Residential	LDR	0.97	7 du/ac	6.82	5.6 du/ac	5	
Y	026-461-001	R-1	Low Density Residential	LDR	0.31	7 du/ac	2.18	5.6 du/ac	2	
Y	026-041-022	R-1	Low Density Residential	LDR	0.21	7 du/ac	1.45	5.6 du/ac	1	
Y	No APN Listed	R-1	Low Density Residential	LDR	0.23	7 du/ac	1.64	5.6 du/ac	1	
Y	No APN Listed	R-1	Low Density Residential	LDR	0.23	7 du/ac	1.64	5.6 du/ac	1	
					9.45		66.18		53	
R-3										
Y	026-164-005	R-3	Medium High Density (Multiple) Residential	LDR	0.16	18 du/ac	2.92	14.4 du/ac	1	
Y	No APN Listed	R-3	Medium High Density (Multiple) Residential	LDR	0.12	18 du/ac	2.25	14.4 du/ac	1	
Y	No APN Listed	R-3	Medium High Density (Multiple) Residential	MDR	0.68	18 du/ac	12.32	14.4 du/ac	12	
Y	No APN Listed	R-3	Medium High Density (Multiple) Residential	MDR	0.67	18 du/ac	12.06	14.4 du/ac	12	
Y	No APN Listed	R-3	Medium High Density (Multiple) Residential	MDR	0.38	18 du/ac	6.79	14.4 du/ac	5	
					2.02		36.33		31	
R-4										
Y	026-051-007	R-4	High Density (Multiple) Residential	HSC	1.25	24 du/ac	30.00	19.2 du/ac	30	
Y	026-531-019	R-4	High Density (Multiple) Residential	HDR	0.34	24 du/ac	8.16	19.2 du/ac	7	
Y	026-173-006	R-4	High Density (Multiple) Residential	HDR	0.11	24 du/ac	2.68	19.2 du/ac	1	

Vacant	APN11	ZONING_I_1	ZONING_C_1	General Plan Designation	Acres	Max Allowable Density	Max Unit Capacity	Realistic Allowable Density	Realistic Unit Capacity	Comments
Y	026-172-017	R-4	High Density (Multiple) Residential	HDR	0.30	24 du/ac	7.19	19.2 du/ac	6	
Y	026-162-009	R-4	High Density (Multiple) Residential	HDR	0.11	24 du/ac	2.58	19.2 du/ac	1	
Y	026-531-013	R-4	High Density (Multiple) Residential	HDR	0.74	24 du/ac	17.76	19.2 du/ac	15	
Y	026-092-002	R-4	High Density (Multiple) Residential	HDR	0.19	24 du/ac	4.59	19.2 du/ac	4	
Y	026-172-016	R-4	High Density (Multiple) Residential	HDR	0.22	24 du/ac	5.31	19.2 du/ac	4	
					3.26		78.27		67	
TOTAL					18.35		199.78		166	

MONTEREY COUNTY

RESOURCE MANAGEMENT AGENCY, Wayne K. Tanda, P.E., Director

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December 12, 2007

Mayor Jeff Pereira
212 So. Vanderhurst Avenue
King City, CA 93930

Re: SOIs and RHNA Allocation

Dear Mayor Pereira:

This is to formalize our December 6, 2007 conversation regarding the County's General Plan and support for future growth areas for King City.

The Board of Supervisors directed staff to change the status of the proposed Community Area for Pine Canyon to a Rural Center in order to demonstrate the County's support for promoting growth within cities. Specifically, the Board indicated that it did not want to interfere with the growth plans of King City in this area. In addition, the Board adopted policies that would severely constrain the approval of any subdivisions outside of the Rural Center, since growth is more appropriate in the City.

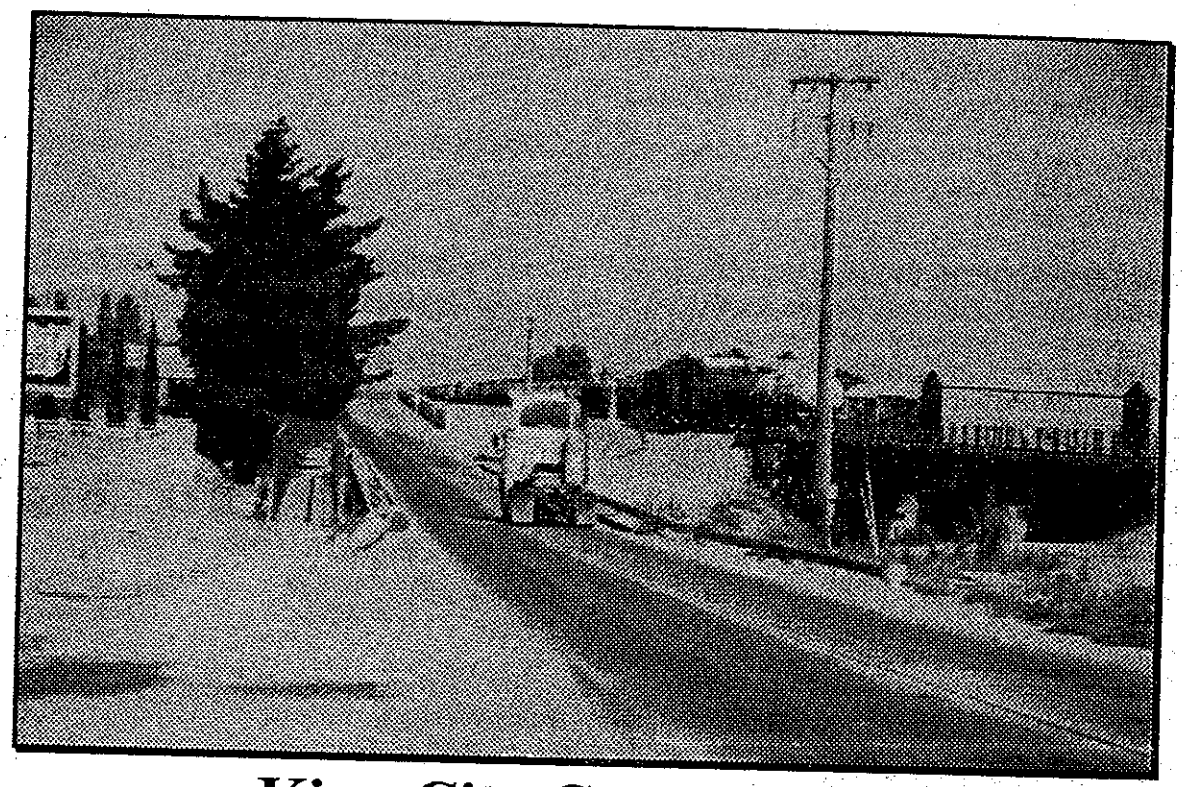
This is a position that the Board would also take with LAFCO in any subsequent proceedings.

We also recognize that the City is relying on its contemplated SOI change(s) as the area that it could reasonably accommodate new housing consistent with its RHNA allocation, since the proposed RHNA number of 955 units cannot be accommodated within the City's existing boundaries. This is indeed the approach that several of the Salinas Valley cities have followed and therefore King City's approach is in keeping with practice in the region.

Sincerely,

Wayne Tanda
Director

Cc: Supervisor Simon Salinas
Chair Dave Potter
Alana Knaster



King City General Plan
NOISE ELEMENT

KING CITY
CALIFORNIA

Planning Department
212 South Vandenhurst Ave., King City, CA 93930

November 1998

King City General Plan
Noise Element
November, 1998

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1: INTRODUCTION AND BACKGROUND

1.1 Introduction

Sound is a pressure phenomenon in the atmosphere generated by any sort of motion -- the passing of a jet airliner, the movement of train wheels over rails, or the working of train and auto engines. Part of the energy of motion goes into sound waves, which travel out in all directions, eventually reaching human ears. When the pressure variations of sound waves strike an eardrum, it vibrates in response to the changes in pressure. Each such disturbance of the eardrum is then carried to the brain where it is interpreted as a sound.

We are reared in an environment where certain levels of sound are intuitively considered by the average human being to be normal. Increasingly, however, our environment contains sounds which to the average person can be called "unwanted." Such unwanted sound is known as noise. In recognition of a need to protect citizens against the encroachment of noise into their communities and places of residence, the State of California requires that a Noise Element be included in the General Plan of every city and county.

This General Plan Element for the City of King, is concerned with present and potential noise levels and with specific recommendations that the city can follow to control the various sources of community noise which affect its quality of life. This Noise Element was originally prepared in 1975, and was updated in 1995 and 1996 to reflect changing conditions (traffic volumes and land use patterns) as well as changing practices in how planning and other regulations deal with the noise environment.

Development of the Noise Element involves gathering and setting forth information in four major phases or steps, defined by the California Department of Health Services (1976). These major phases, and the corresponding sections within this Noise Element in which each is presented, are shown below:

STEPS IN THE DEVELOPMENT OF A NOISE ELEMENT

Major Step	Section in This Noise Element	
A. Noise Environment Definition	1.0	Introduction and Background
	2.0	Noise Levels In The City
B. Noise Compatible Land Use Planning	1.2	Approach To Noise Control
	3.0	Goals And Policies
C. Noise Mitigation Measures	1.2	Approach To Noise Control
D. Enforcement	1.2	Approach To Noise Control
	3.0	Goals And Policies

The remaining discussion in this section will describe how sound is measured, and how it noise affects daily living. Appendix A provides a glossary of technical terms appearing in the Noise Element.

1.1.1 Measurement of Sound

Measurements of variations in air pressure associated with sound waves are expressed in terms of decibels (dB). The weakest sound normal human ears can hear has a sound level of zero decibels (0 dB). Because the sound level measuring scale is logarithmic, every arithmetical increase in decibels which is a net gain of ten dB (for example, from 60 dB to 70 dB) means that the sound energy increases geometrically ten times. This means that a sound ten times more intense than a 0 dB sound has a sound level of 10 dB; a sound 100 times more intense than 0 dB has a sound level of 20 dB; a sound 1000 times more intense than 0 dB has a level of 30 dB, and so on to the level of pain, 130 dB, a sound ten-million-million times more intense than 0 dB.

Some confusion may arise in determining the overall sound level from multiple noise sources. When combining two sounds, each with equal sound levels, the sum is not twice the original level but the original level plus 3 dB. For example, when two jet aircraft, each producing a sound level of 120 dB are put together, the resultant sound level is 123 dB and not 240 dB as would be the case if the relationship between sound pressure and dB level were directly proportional and linear.

When combining unequal sound levels, such as the sound from a truck of 90 dB and the sound from a bus of 84 dB, the total is not 174 dB, but rather 91 dB. Equation 1 shows how to calculate the sum of different noise levels.

$$NL_t = 10\log(10^{NL_1/10} + 10^{NL_2/10})$$

Where: NL_t = Total Noise Level
NL_1 = Noise Level from Source 1
NL_2 = Noise Level from Source 2

Figure 1 provides a chart developed for combining unequal sound level signals, and explains how to add decibel values.

Since energy losses are involved in the transmission of sound, sound becomes quieter as the distance between the sound source and the receiver of sound increases. For a theoretical point source, the decrease is 6 dB for each doubling of distance. For a perfect line source, the decrease is 3 dB for each doubling of distance. Thus, the values typically measured and computed for roadways range between these two limits. Site-specific conditions, such as absorption by rough ground or reflection from pavement, also affect the degree to which distance causes a reduction in transmitted noise levels. Values of 4.0, 4.5, and 5.0 are commonly used for roadways. Use of the lowest value, 4.0, represents a reasonable and conservative approach. For example, a sound with a decibel level of 60 dB at 100 feet from the sound source would have a level of 56 dB at 200 feet from the same source (assuming no obstructions between the source and the receiver).

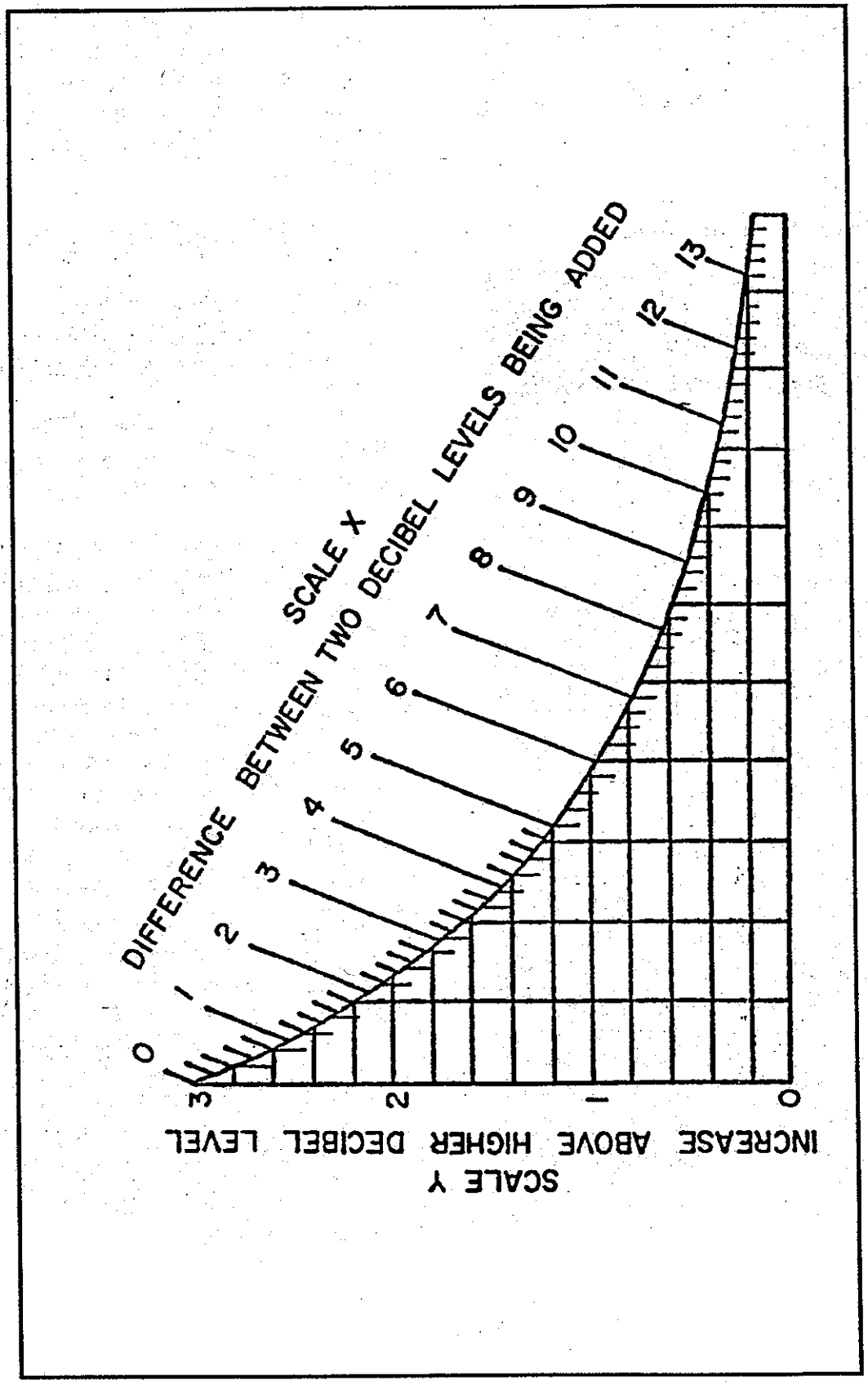


Figure 1: Chart for Combining Levels of Uncorrelated Sounds

(Source: County of Santa Clara Planning Department, 1972)

In terms of loudness, a sound 10 times more intense than another (arithmetically 10 dB higher) is not perceived by the human ear as being 10 times as loud as the first, but rather it is perceived as being twice as loud. If it is 100 time more intense (arithmetically 20 dB higher), it would be perceived as being 4 times as loud as the first, and so on. It should be noted that it is difficult for the average person to detect differences of much less than three decibels. A person with normal hearing is not able to detect any difference between, for instance, a 40 dB sound and a 41 or 42 dB sound; however, the same person is able to detect some difference between a 40 dB and a 43 or 44 dB sound.

Table 1 shows the sound level and loudness of typical sounds in indoor and outdoor environments. All sound levels appearing in Table 1, and throughout this report, are sound levels measured using the A-weighting network, or A-scale, of a standardized sound level meter. The A-weighting network most closely approximates the response of the human ear to sound. Decibel ratings of sounds measured on the A-scale are notated "dBA," for example 60 dBA.

1.1.2 Noise and its Impact

Unwanted sound, or noise, can adversely affect many aspects of daily living. The most significant and most obvious harmful effect of noise on man is loss of hearing. Continued exposures to noise levels exceeding 100 decibels can lead to temporary and, eventually, to permanent hearing loss.

While normal environmental noise, even near freeways, does not yet approach levels associated with hearing loss, it nevertheless produces numerous undesirable effects on humans. Noise interrupts thought and mental concentration, which, in turn, not only lowers the working efficiency of people doing exacting or predominantly mental work, but also makes them more nervous, irritable and generally unsettled. At sound levels above 50-60 decibels, a noise can disturb normal conversation. Noise can also interfere with communication by preventing the intelligent reception of voice sounds in classroom lectures, over the telephone, and reception of radio and television programs. In some situations, excessive noise can result in definite safety hazards; for example, by inability of a truck driver to perceive audible warning signals.

At sound levels above 35-45 decibels, noise can disturb a sleeping person. Noise which is not sufficient to arouse a person may impair the quality of sleep by shifting him from a deep stage of sleep to a shallower stage, or deprive him of that portion of sleep which is connected with dreaming and which is thought to be most important for rest.

While studies have shown that people vary markedly in their susceptibility to noise, and one can expect to find some highly susceptible individuals in almost any community or neighborhood, discussions and recommendations in this Noise Element are based on noises and noise levels that are considered unacceptable to persons having normal hearing sensitivity, rather than to those who are highly sensitive to noise.

TABLE 1

Sound Level and Loudness of Typical Sounds In Indoor and Outdoor Environments

dBA	Subjective Impression	Community (Outdoor)	Home or Industry (Indoor)	Relative Loudness (Human judgement of different sound levels)
80 70		High urban ambient sound (80 dBA) Passenger car, 65 mph, @ 25 ft. (77 dBA) Freeway @ 50 ft. from pavement edge, 10:00 a.m. (76 ±6 dBA)	TV-audio, vacuum cleaner (70 dBA)	REFERENCE LOUDNESS 70 dBA
70 60	Moderately Loud	Air conditioning unit @ 100 ft. (60 dBA)	Cash register @ 10 ft. (65-70 dBA) electric typewriter @ 10 ft. (64 dBA) Dishwasher (rinse) @ 10 ft. (60 dBA) Conversation (60 dBA)	1/2 as loud
60 50		Large transformers @ 100 ft. (50 dBA)		1/4 as loud
50 40	Quiet	Bird calls (44 dBA) Lower limit urban ambient sound (40 dBA)		1/8 as loud
Just Audible (dBA scale interrupted)				
10 0	Threshold of hearing			

(Source: Bolt, Beranek and Newman, 1971)

TABLE 1

Sound Level and Loudness of Typical Sounds in Indoor and Outdoor Environments

dBA	Subjective Impression	Community (Outdoor)	Home or Industry (Indoor)	Relative Loudness (Human judgement of different sound levels)
130 120	Painful	Military jet aircraft take-off, with after-burner, @ 50 ft. (130 dBA)	Oxygen torch (121 dBA)	32 times as loud
120 110	Uncomfortably Loud	Turbo-fan aircraft at take-off power, @ 200 ft. (118 dBA)	Rock band (108-114 dBA)	16 times as loud
110 100		Jet flyover @ 1,000 ft. (103 dBA) Boeing 707, DC-8, @ 6,080 ft., before landing (106 dBA) Bell J-2A helicopter @ 100 ft. (100 dBA)		8 times as loud
100 90	Very Loud	Boeing 737, DC-9, @ 6,080 ft., before landing (97 dBA) Motorcycle @ 25 ft. (90 dBA)	Newspaper press (97 dBA)	4 times as loud
90 80		Car wash @ 20 ft. (89 dBA) Propeller plane flyover @ 1,000 ft. (88 dBA) Diesel truck, 40 mph, @ 50 ft. (84 dBA) Diesel train, 45 mph, @ 100 ft. (83 dBA)	Food blender (88 dBA) Milling machine (85 dBA)	2 times as loud

1.2 Approach to Noise Control

1.2.1 Noise Control Legislation

Legislation at both the federal and state level has been passed to deal with the problem of noise pollution. This section describes the most significant noise control legislation, first at the federal and then at the state level.

Federal Noise Control Act of 1972

The purpose of this act is to authorize the establishment of federal noise emission standards for products distributed in commerce, and to provide information to the public respecting the noise emission and noise reduction characteristics of such products. The "products" include those identified as major noise sources which fall within the categories of transportation, electrical and electronic, and any motor or engine.

The Federal Environmental Protection Agency (EPA) Office of Noise Abatement and Control has the following goals for implementing the Act:

1. Structuring and implementing solutions to the problems of aircraft/airport noise.

2. Proposing and promulgating noise emission standards for interstate motor carriers and railroads.

3. Identifying major sources, establishing noise criteria, developing control technology, and proposing and promulgating noise emission standards and regulations for products distributed in commerce.

California Noise Control Act of 1973

This act created the Office of Noise Control in the State Department of Health. It requires that office to maintain a program on noise control, and authorizes it to:

1. Conduct research and finance research by contract with other public and private bodies on the effects, measurement, and control of noise, including but not limited to:

   a. Investigation of the psychological and physiological effects of noise on humans and the effects of noise on domestic animals, wildlife, and property, and determination of acceptable levels of noise on the basis of such effects.

   b. Development of improved methods and standards for measurement and monitoring of noise.

   c. Determining the most effective and practicable means of controlling noise generation, transmission, and reception.

2. Coordinate with and become knowledgeable concerning the noise research programs of other governmental entities, including the federal government.

3. Disseminate to the public information on the effects of noise, acceptable noise levels, and techniques for noise measurement and control.

Noise Insulation Standards of the California Administrative Code

Noise Insulation Standards, adopted by the State Housing and Community Development Commission in February 1974, establish uniform minimum noise insulation performance standards to protect persons within new hotels, motels, apartment houses, and dwellings, other than detached single-family dwellings, from the effects of excessive noise.

The Noise Insulation Standards are in the form of regulations concerning sound transmission control between dwelling units (through provisions for airborne sound insulation for walls, and for both airborne and impact sound insulation for floor-ceiling assemblies) and noise insulation from exterior sources (through design provisions). These standards appear in Appendix B.

Vehicular Noise

The authority for establishing noise standards for motor vehicles rests with the state, and consequently other agencies are restricted from setting their own motor vehicle noise standards by state pre-emption. California has six different types of laws aimed at reducing vehicular noise: (1) objective on-the-road limits; (2) objective new vehicle limits; (3) traditional non-objective limits; (4) muffler certification; (5) tire certification; and (6) off-road vehicle regulation. Vehicle code enforcement of the state's non-objective limits is primarily a responsibility of the California Highway Patrol; however, municipal police departments also participate in enforcement of these limits.

These limits are called "non-objective" because violations are not determined by objective measurements of noise levels; rather, the regulations require that motor vehicles be equipped with a properly maintained muffler to prevent excessive or unusual noise.

Additionally, the California Department of Transportation (CALTRANS) has a program aimed at reducing noise along California's highways. One element of the program is aimed at reducing noise emissions from motor vehicles themselves. To accomplish this task, CALTRANS will continue to sponsor research in the area of motor vehicle noise reduction (for example, finding methods to make the diesel engine a quieter noise source), and will support legislation to reduce motor vehicle noise as advances in technology permit it.

A second element of the program calls on local governments to permit only compatible land uses next to freeways, and the third is designed to allow CALTRANS to provide noise attenuation devices in highway planning and construction. ("Methods to Reduce Noise," a later section in this chapter, includes a discussion on the use and design of noise barriers for attenuating roadway noise.) Under this third element, the Department will define a new capital outlay program based on state-wide inventory of noise problems, and establish construction priorities based on objective criteria. Before CALTRANS will consider construction of any noise attenuation measures on existing freeways in an area, the area's local governments must take action to establish land and building regulations controlling the building of homes, schools, hospitals, or other institutions incompatible with freeway development along the highway right-of-way.

Aviation Noise

According to state law, the Department of Aeronautics, counties, and airport proprietors have the responsibility for ensuring that airport operations do not create any undue noise impact as evaluated by community noise equivalent level (CNEL) criteria. The CNEL is a measurement utilized to limit the noise generated by total activity at an airport.

CNEL is based upon the use of an equivalent noise level or L_{eq}. Noise levels commonly vary over time, and the L_{eq} for a specified time period is that noise level which, if held constant, would represent the same total sound energy as the varying noise levels over that same period.

The CNEL is an equivalent noise level over a 24-hour period, with increments or "penalties" added to noise levels during the evening and nighttime periods. This is done in order to account for the increased annoyance caused by noise levels during the evening and nighttime hours. A more detailed explanation of CNEL is contained in the Glossary.

Detailed requirements for monitoring and evaluation of airport noise environments are provided in state aviation noise legislation, and are now being implemented throughout the state. The thrust of the law is to modify all elements of aircraft operation to reduce their impact, including quieter types of planes, reducing the number of flights. and reducing nighttime operations. According to criteria of Title 4, California Administrative Code, local airports, such as the King City Airport, are exempt from the code's requirements of establishing noise monitor systems and of developing CNEL boundaries.

1.2.2 Exterior Noise Standards

For determining the general compatibility between exterior noise levels and various land uses, most standards rely on either the CNEL described above, or on a very similar noise descriptor called the day-night average noise level, or L_{dn}. L_{dn} is also a 24-hour equivalent noise level, and also has a 10 dBA "penalty" added to noise during the nighttime hours of 10:00 p.m. - 7:00 a.m. Unlike the CNEL, the L_{dn} does not distinguish between daytime evening hours. The difference between the two descriptors is usually on the order of 0.5 dBA. Since this difference is usually less than the uncertainty of noise predictions and is certainly less than most people would be able to distinguish, the two noise descriptors--CNEL and L_{dn}--are commonly used interchangeably.

Table 2, "Exterior Land Use/Noise Compatibility Levels," provides standards to be used for reviewing plans for development of various land uses, and for determining whether or not special noise attenuation measures should be provided in proposed developments. While these standards are intended to be guidelines for future development, they may also be referred to for evaluating present conditions within the City. Section 2 of this Noise Element uses the noise levels contained in Table 2 as the reference values for judging the compatibility of existing and proposed land uses with present and projected noise levels.

Table 2: Exterior Land Use/Noise Compatibility Levels

Generalized Land Use	Exterior Ldn Range	General Land Use Recommendation*
Residential and Institutional	Less than 65 dBA Greater than 65 dBA	A B
Commercial and Industrial	Less than 75 dBA Greater than 75 dBA	A B
Park and Open Space	Less than 65 dBA Greater than 65 dBA	A C

* Recommendation:

A - New construction or development will be subject to no adverse noise impacts, and will require no special noise attenuation features.

B - New construction or development should be undertaken only after an analysis of noise reduction requirements is made and needed noise attenuation features included in the design.

C - New building construction involving concentrations of people (spectator sports and some recreational facilities) should generally be avoided unless an analysis of noise reduction requirements is made ad needed noise attenuation features included in the design.

For new development which would include funding by the U.S. Department of Housing and Urban Development (HUD), certain HUD noise standards must be observed. HUD Transmittal Notice 1390.2 sets forth exterior noise exposure standards for sites for new residential construction, single or multifamily; these standards appear in Appendix C. Appendix C also presents HUD standards for interior noise exposures of new and rehabilitated construction, for noise insulation between multi-family dwelling units, and for other land uses and existing housing.

The Federal Highway Administration (FHWA) has issued, in the Federal Aid to Highways Act (1973), specific ambient noise level standards, for various land uses, that must be met before any proposed federal-aid highway improvements receive approval. Appendix D presents these standards. Under the FHWA act, noise levels associated with proposed federal-aid highway improvements are to be predicted (by highway agencies in cooperation with local agencies), and these predictions are to be presented at public hearings. Plans and specifications for any proposed project on any federal-aid system must also include adequate measures to implement the appropriate noise level standards.

1.2.3 Methods to Reduce Noise

There are a number of methods by which the overall levels of sound in a community may be decreased. These relate to a variety of situations and are discussed topically below.

Highway Design and Noise Barriers

An overwhelming source of noise in urban areas is road traffic. Prime offenders are motorcycles and diesel-engine trucks and buses, all of which emit approximately 10 to 15 dBA more noise than autos at typical highway speeds. With the continual increase of traffic on the roads, the noise problem yearly becomes more acute.

For an understanding of the components of automobile noise, Figure 2 illustrates how sound intensity changes with vehicle speed, and also illustrates the relative proportions of noise generated by the tires compared to the total engine and exhaust components. Figure 2 illustrates that for speeds in excess of 35 miles per hour, the majority of noise is generated by aerodynamic friction and the tire surface interface. Therefore, even if a noiseless engine could be designed, very little benefit would be realized for total highway noise where vehicle operating speeds in excess of 35 miles per hour occur. Since much of the roadway noise problems are generated from high speed facilities, this fact leads us to understand that controlling noise at the vehicular source is not nearly as important an abatement strategy as being able to abate noise levels in the adjacent community through roadway design techniques.

Many different roadway designs are available for reducing traffic noise. The relative effectiveness of each basically depends on the relative height of the roadway, on the noise source itself, and on the height of obstructions between the source and the receptor. Noise from either an elevated or depressed highway ordinarily is received on adjacent land at a lower level than if the roadway were at the same grade as the adjacent land. A depressed highway generally results in less noise for adjacent lands than does an elevated facility.

An increasingly common method of reducing roadway noise is use of the noise barrier. Noise barriers are walls or other acoustic shields between the source of noise and its receptor. The main purpose of the barrier is to break and reduce the direct transmission of acoustic energy. The composition of the barrier, its placement, and its height will determine its effectiveness.

In general, sound barriers cannot reduce average noise levels by more than 10 to 15 dBA, although reduction of peak noise levels between 15 and 25 dBA is possible. Table 3 describes various materials used for noise barriers and some of their characteristics, including their sound transmission loss (TL) characteristics. TL is the quantitative measure, expressed in decibels, of the energy lost while a sound passes through a building material; the higher the TL the better the performance of the material.

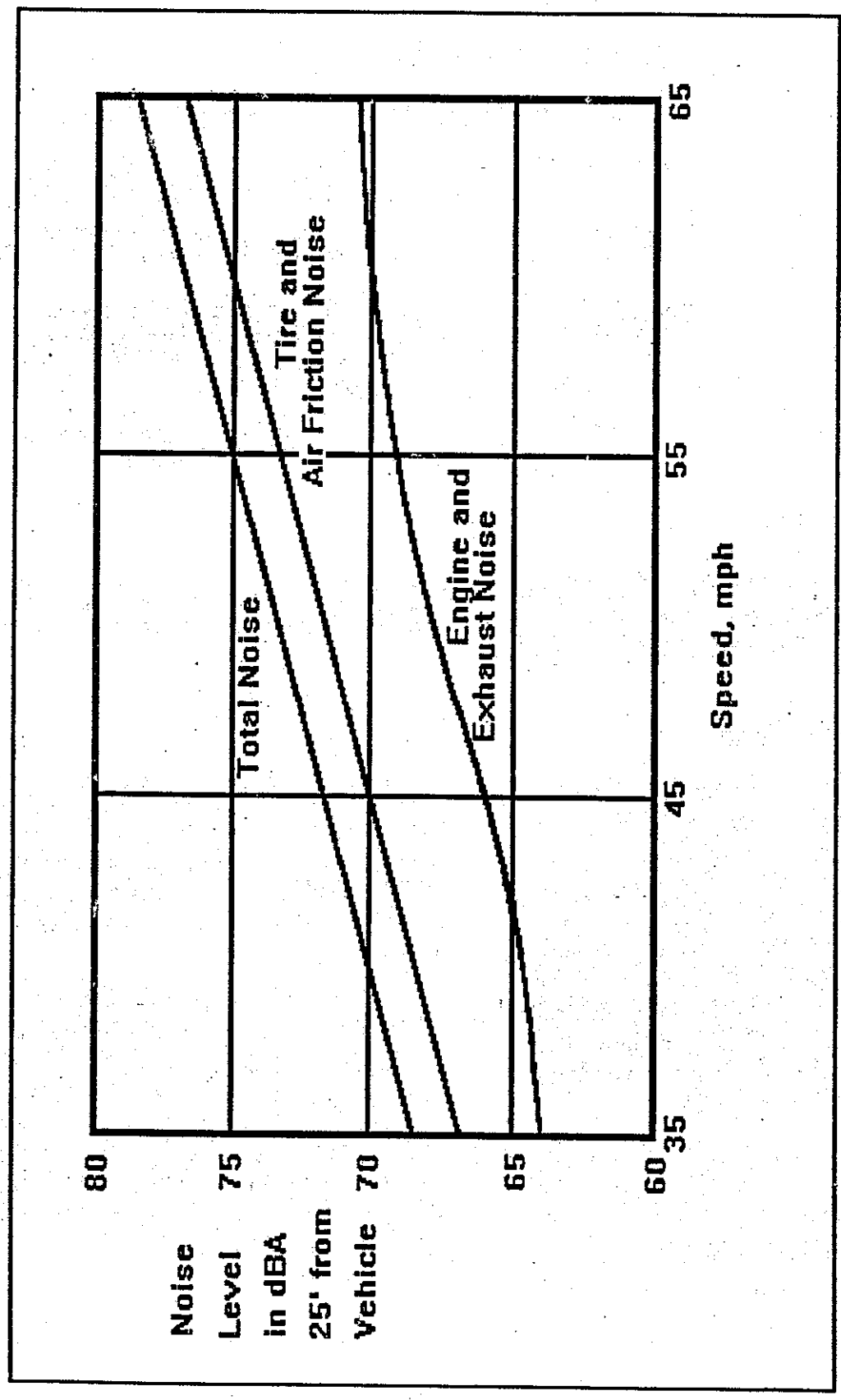


Figure 2: Components of Automobile Noise

(Source: Hogan, 1973)

Table 3: Materials for Acoustic Shields

Material	Method of Attenuation	Typical Properties
Masonry, brick, precast concrete	Reflection	High TL of at least 20-25 dBA. Excellent weather characteristics
Wood	Reflection	Difficult to design since openings in surface reduce TL.
Steel	Reflection	High TL at most frequencies. Passage of resonant frequencies possible.
Landscaping	Absorption	Loss of 5-8 dBA for each 82 feet width of dense foliage.

Source: Latshaw, 1973

Figure 3 on the following page illustrates noise reductions obtained through the use of various highway designs and noise barriers. Figure 4 shows a noise comparison chart which summarizes all of the highway conditions covered in Figure 3.

Building Design and Materials

It is possible to reduce the exterior noise that is received within a structure through various building construction techniques. Use of such techniques is valuable not merely for the obvious reasons of increased quiet and comfort within a structure, but also because along with zoning for land use compatibility and site planning, exterior noise control offers a method of developing building sites that would otherwise remain undeveloped or suffer loss of value due to noise.

We have all from time to time observed the marked reduction of outside noise as we have quickly walked into a building and shut the door. The quantitative description of this sound level reduction is called noise reduction (NR) and is expressed in decibels. The NR is the numerical difference in decibels between two areas. For example, if the outside sound level is 70 dBA and the inside is 45 dBA, the NR = 70 dBA - 45 dBA = 25 dBA.

Most residences with no special noise control provisions have an NR of from 15 to 30 dBA depending upon whether the windows are open or closed. Concrete commercial buildings with sealed windows may provide 30 to 40 dBA NR depending upon the glass area. Table 4 shows the noise reduction usually afforded by common building construction.

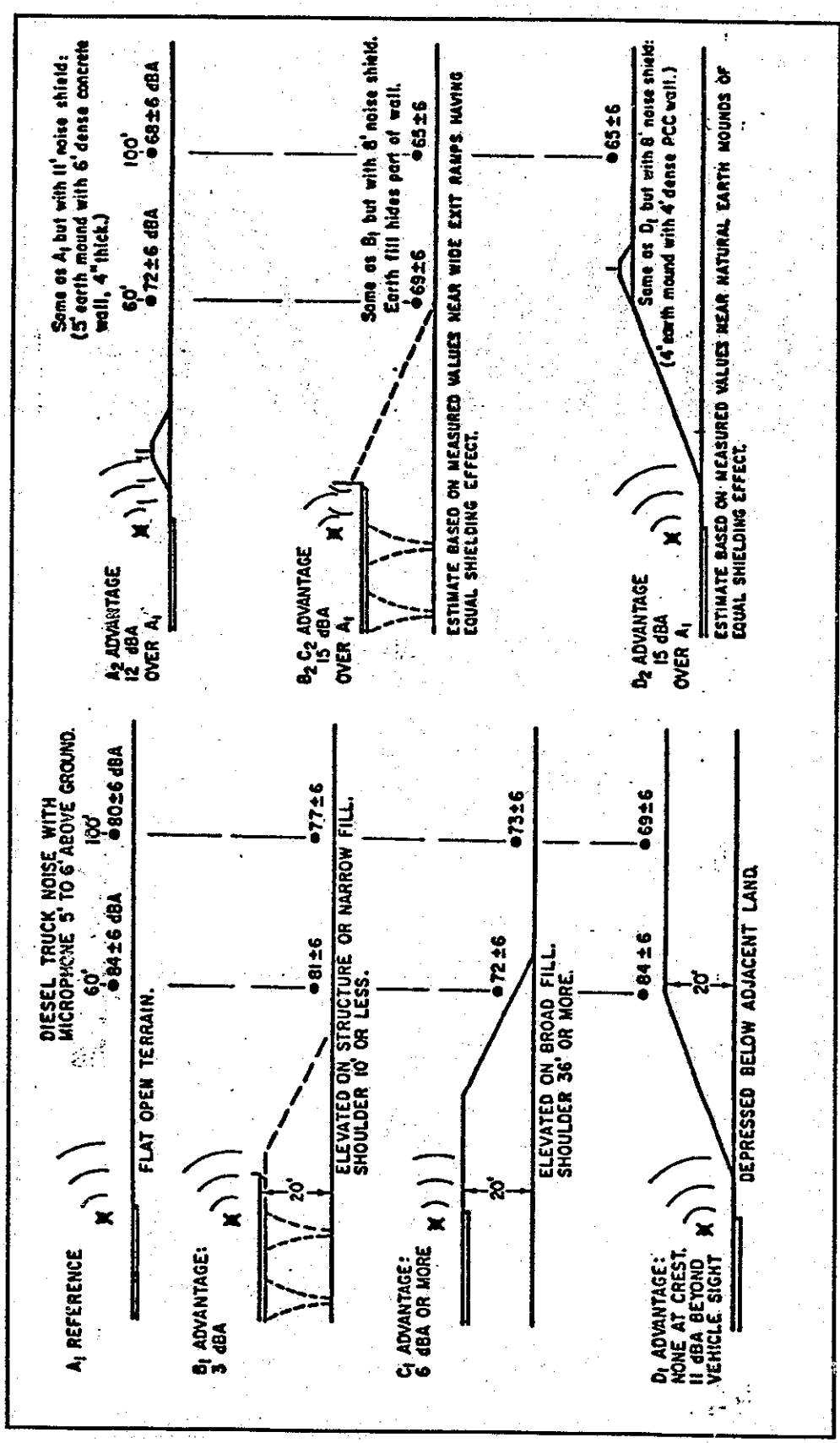


Figure 3: Noise Reductions with Alternative Highway Designs and Noise Barriers

(Source: California Assembly Committee on Transportation, 1973)

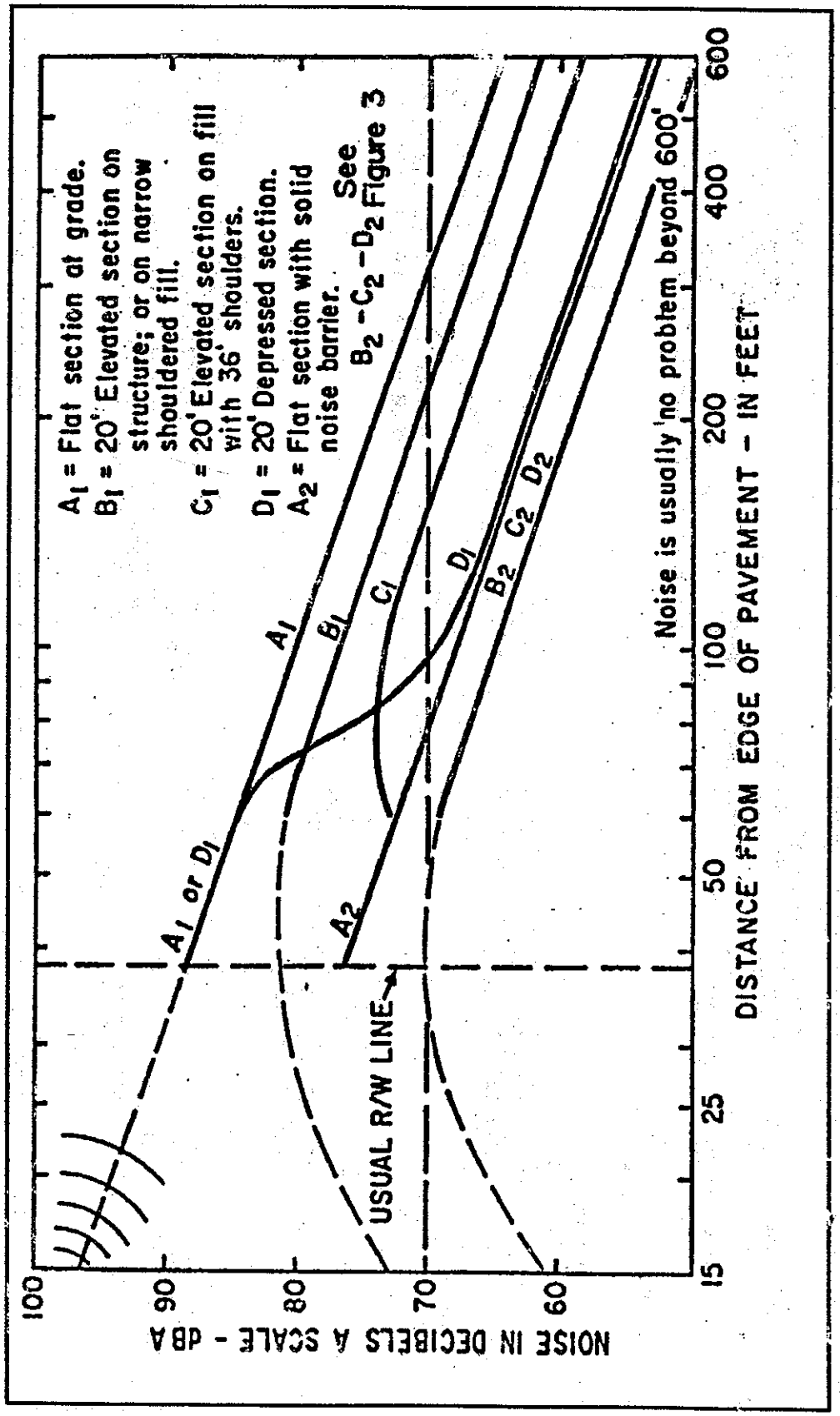


Figure 4: Noise Commparison Chart for Different Highway Designs

(Source: California Assembly Committee on Transportation, 1973)

Table 4: Noise Reduction Afforded by Common Building Construction Assuming No Special Noise Control Provisions

Construction Type	Typical Occupancy	General Description	Range of Noise Reduction, dBA
1	Residential, commercial, schools	Wood framing. Exterior stucco or wood sheathing. Interior drywall or plaster. Sliding glass windows. Windows partially open	15-20
2	Same as 1 above.	Same as 1 above, but windows closed	25-30
3	Commercial, schools	Same as 1 above, but windows are fixed 1/4-inch plate glass	30-35
4	Commercial	Steel or concrete framing. Curtain-wall or masonry exterior wall. Fixed 1/4-inch plate glass windows	30-40

Note: The range of noise reduction depends on the openness of the windows, the degree of deal, and the window area involved.

Source: Paul S. Veneklasen & Associates, 1973

Practical building exterior noise control techniques are available to improve the noise reduction of typical construction by 10 to 20 dBA. Such techniques which could be used generally involve one or more of the following:

1. Use of heavy weatherstripped exterior doors.

2. Fixed, sealed double windows. (Forced or air conditioning would be required in rooms with sealed windows.)

3. Elimination of baffling of openings through walls, including wall air conditioning, mail slots, attic and crawl space, etc.

4. Adding materials to certain wall and ceiling surfaces, especially beamed ceilings where attics exist.

Construction Activity and Equipment

Often a major, but temporary, source of noise in a community is that associated with construction work. Through all phases of construction, activity noise is a problem, although it is more of a problem during some phases than during others. Studies have been made which indicate that in building construction the initial ground clearing and excavation phases tend to be the noisiest. The subsequent foundation and erection phases tend to be somewhat less noisy, and the final finishing phase again tends to be relatively noisy.

One method to reduce construction activity noise is to use quieter equipment such as sound-shielded or muffled jackhammers and pavement breakers. Means to reduce construction noise other than quieting of equipment include:

1. Replacing individual operations and techniques with less noisy ones, e.g., using welding instead of riveting mixing concrete off-site instead of on-site, and employing prefabricated structures instead of assembling then on-site.

2. Selecting the quietest of alternate items of equipment, e.g., electric instead of diesel-powered equipment, hydraulic tools instead of pneumatic impact tools.

3. Scheduling of equipment operations to keep average levels low, to have noisiest operations coincide with times of highest ambient levels, and to keep noise levels relatively uniform in time; also, turning off idling equipment.

4. Keeping noise equipment as far as possible from site boundaries.

5. Providing enclosures for stationary items of equipment and barriers around particularly noisy areas on the site or around the entire site.

Operation of Household Appliances

Most household appliances are only infrequently, if ever, used outdoors. Significant noise exposure is therefore confined to the occupants of individual homes, except for unusually loud noises radiated through open windows or transmitted through the separating walls or floors and ceilings of adjacent units. Lawnmowers and other yard and garden equipment are used only outdoors, and the outdoor sides of sections of air conditioner units and ventilating fans also radiate noise outdoors. The noise levels produced by some of these products can be high enough to annoy neighbors, and a household's common sense consideration of appropriate times for using such products can significantly reduce the annoyance caused by their usage.

Noise Ordinance Regulations

Regulations for controlling community noise may be divided into two broad categories depending upon their legal basis. The first type includes regulations which are mainly subjective in nature requiring a great deal of judgement in their application and enforcement. The second type of noise regulation can be considered mainly objective, and is based on some type of noise measurement. Many cities have some combination of the two types of regulations.

Subjective noise regulations usually take the form of general nuisance and disturbance prohibitions, and/or specific activity prohibitions. The main advantage of subjective limits is that no special equipment is required and no technical expertise is required to administer and enforce the standards. There also is some intuitive understanding of the basic concept of nuisance and disturbing activities by the layman. However, application of subjective laws to specific disturbances is highly variable.

Problems of maintaining uniform and equitable enforcement of subjective noise control regulations can be aided by ordinances based upon measured noise limits. They allow much more subtle and specific treatment of different situations and noise sources. Accommodations for available abatement methods and existing technology are possible, allowing the activity or noise source to continue with properly modified performance. In general a much wider flexibility and

consideration of environmental issues can be included in the drafting of standards based upon specific noise measurements. There are three primary types of objective noise regulations used by municipalities: those which specify an absolute maximum noise level measured at a given distance from the noise source; those which specify an absolute maximum noise level with respect to a specific boundary; and those which specify a maximum incremental increase in noise level above the ambient, or background, noise level.

Whether noise regulations are objective or subjective, enforcement of any noise ordinance should be as simple and easily understood as possible for those who must make the measurements and enforce the ordinance under all types of conditions. If the enforcement agency is one with other responsibilities, such as the Police Department or Building Inspection Department, it is of even greater importance to provide noise standards that are easily understood and measurement methods that are simple and straightforward.

1.2.4 Role of Local Government

The primary role of King City in reducing unwanted noise in the environment lies in applying many of the standards and measures that derive from the programs described above. Preparation of this Noise Element is a major step in that regard, as was adoption of the City Noise Ordinance (Section 17.56.030 of the Municipal Code). In planning for future land uses within the city, the compatibility with anticipated noise levels can be considered. In reviewing specific development proposals, noise levels can be noted and requirements for appropriate noise reduction measures established consistent with the standards in Table 2.

More detail regarding these activities is provided in Section 3, dealing with noise control goals and policies. For King City, the specific individual within the local government who is responsible for coordination of local noise control activities is the Director of the Planning and Building Department.

2: NOISE LEVELS IN THE CITY

2.1 Present Noise Levels

General information regarding the noise environment within King City was gathered through field observations of noise levels, traffic patterns, land uses, point noise sources, and general human activities during typical days. These observations were supplemented with interviews of city officials and others to obtain more direct information regarding noise levels and patterns of noise. The results of this general research are summarized in the following points:

1. Major sources of noise in King City are the freeway (SR 101), the railroad (SP freight and Amtrak), American Star Cogeneration facility (north end of city), miscellaneous packing plants and similar industrial activities, and music performances and activities associated with the annual fair held within the southern area of the city. Of these sources, the only one for which complaints are received by the city is the fair. Specifically, complaints have been limited to amplified music at night time performances at the fair.

2. Noise sensitive areas include all residential and school areas within the city. Specifically, the residential areas in the southern portion of the city near the fair grounds appear to be the most sensitive in terms of generating complaints.

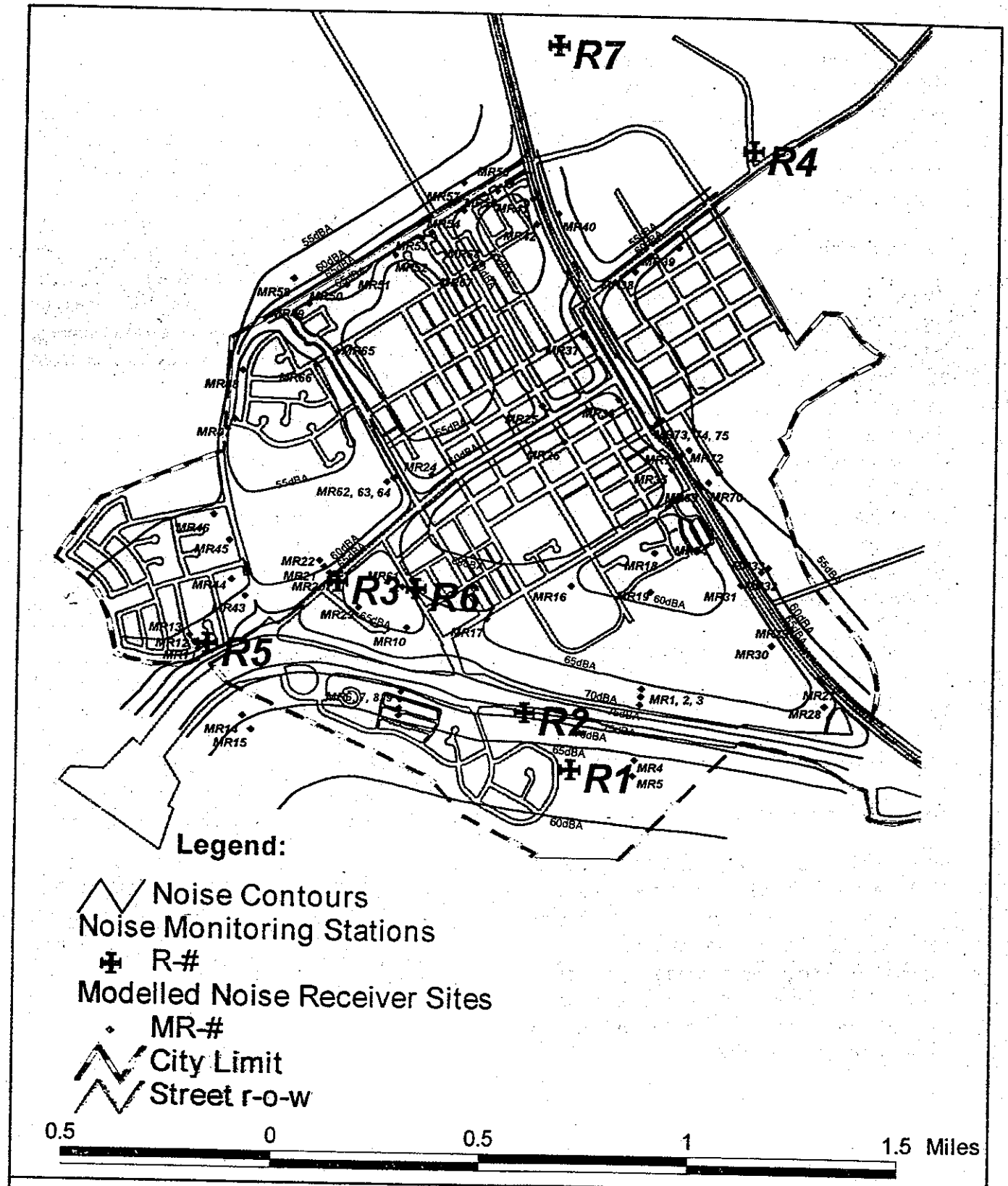
3. The community is generally quite tolerant regarding major noise sources. The city is a major agricultural packing and transport center, and transportation corridor service center. These uses are associated with the major noise sources within the city.

4. Noise problems within King City are generally not severe. Highway and railroad noise effects are typical. Patterns of land use development have generally avoided major incompatibility with noise levels.

5. For most parts of the city, noise levels do not exceed normal compatibility thresholds.

To determine existing noise levels within King City, sound level measurements were made along the city's major streets. The results of these measurements, and noise modelling procedures developed by the Federal Highway Administration (Barry and Reagan, 1978) and the California Department of Transportation (Wood and Hendricks, 1983), were used to develop a series of noise level contour lines, which are shown in Map 1. The contour lines connect those points having the same noise levels; expressed as day-night average noise levels (L_{dn}).

Existing noise walls along San Antonio Drive and First Street were considered when computing noise levels for the contours. In other areas, attenuation was not considered for buildings, walls or other structures outside the roadway right-of-way. In other words, the actual noise levels received at those points not in direct lines-of-sight with the studied roadways are less than indicated on the map. As discussed in the section on noise barriers--Section II--the degree that an intervening structure lessens sound transmission depends on the physical properties and location of the structure.



Map 1: 1995 Noise Contours from Roadways

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The following paragraphs summarize the information contained in the present (1995) noise level map. In this summary, those existing land uses which are impacted by noise levels exceeding the recommended limits in Table 2 are described.

2.1.1 Residential

Homes at the periphery of the U.S. 101-Canal and Division Street interchange are exposed to noise levels in excess of 65 dBA L_{dn}. This area includes about two-thirds of the Rio Plaza mobile home park and approximately 12 other homes. Other residential areas with L_{dn} values above 65 dBA include the following: (1) homes and other residential uses fronting Broadway Street, particularly near U.S. Highway 101; (2) homes fronting Canal Street; (3) apartments adjacent to First Street.

The labor housing units between Jayne Street and the Southern Pacific railroad tracks do not experience roadway noise in excess of 65 dBA L_{dn}, but are subject to relatively high railroad noise levels as discussed below.

2.1.2 Non-Residential

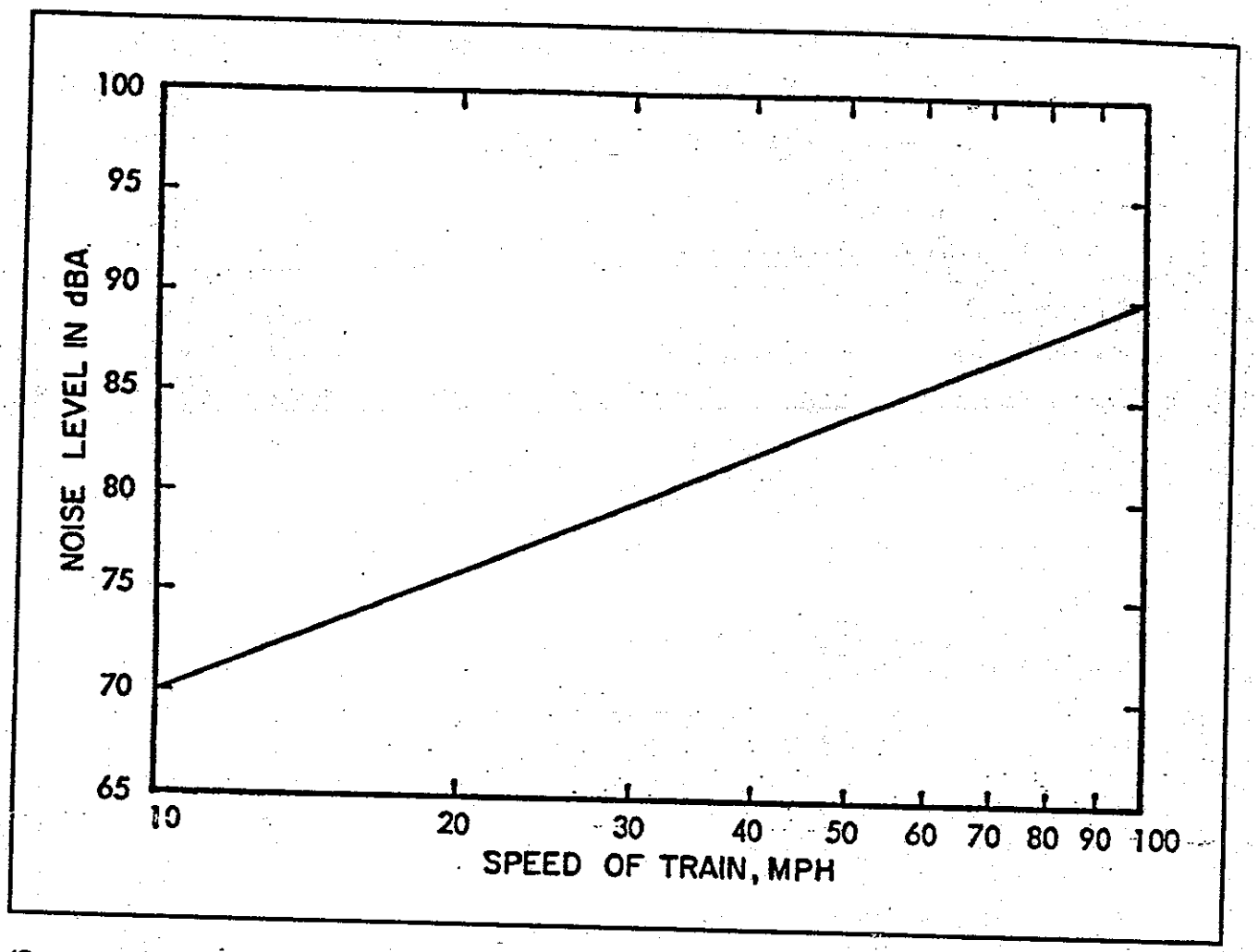
King City Union High School property which is within 200 feet of Broadway's centerline, and the rest home on Broadway between San Lorenzo and Mildred Avenues, are exposed to day-night average noise levels in excess of 60 dBA. Most of these properties are, however, well outside of the 65 dBA L_{dn} of these streets.

2.1.3 Railroads

On the average there are 12 trains per day which pass through King City. Approximately 10 of these trains, 4 of which are scheduled, make no stops within the city. The total time per day that trains are in motion through the city is small, but the noise levels near the tracks during these periods can be disruptive. Figure 5 provides the noise levels of freight cars, at various speeds, that are heard at distances of 100 feet from the track.

From Figure 5, it can be seen that railroad noise of approximately 80 dBA is heard at a distance of 100 feet from the track whenever a train passes through the city at 30 miles per hour, the maximum permissible speed within the city limit. At the same speed, railroad noise of 65 dBA is heard at a distance of 630 feet from the railroad tracks. Within this distance are the labor housing units locaated along Jayne Street, and approximately 200 residences located between Second Street and the train tracks. Not all of these residences would actually experience excessive train noise, however, since many of them are effectively shielded by intervening buildings.

Table 5 describes the noise levels, received at 100 feet from their sources, of various operations associated with those trains which do make stops, for short or extended time periods, within the city.



(Source: Wyle Laboratories, 1973)

Figure 5: Noise Level of Freight Cars at 100 Feet from the Track

Table 5: Typical Mean-Maximum Noise Levels Produced by Railroad Yard Operations

Significant Yard Noise Producing Operations	Noise Level at 100 ft., dBA
1. Switcher Engine movements	
a. Steady pull through yard	76-80
b. Classification start-stop cycle	80
2. Idling Locomotives	
a. Road Engine*	71
b. Switch Engine*	65
3. Car impacts	
a. Single or multiple cars into parked cars - coupling	91
b. Chain reaction impacts - start up or stopping of a line of cars	91
4. Car retarders	
a. Master	110
b. Group retarders or individual track retarders	110
c. Inert or pull-out retarders	95
5. Loudspeakers and PA systems (at 0 degrees)	90-95
6. Auxiliary service operations performed in yards	
a. Engine load tests (at No. 8 throttle)*	92
b. Locomotive service racks	71
c. Operation of stationary mechanical refrigeration car*	
- Engine-generator side	64-74**
- Condenser side	59-68

* One only
** at 50 feet

Source: Wyle Laboratories, 1973

2.1.4 Aircraft

While CNEL contours are not required for the King City Airport, sound measurements at the airport indicate that flying operations create no significant noise intrusions on the King City environment. Measurements taken (for the 1975 Noise Element) on Bitterwater Road, between Airport Drive and the Soil Service facilities, show that area's L_{10} level to be 68 dBA. Both aircraft and truck traffic contribute to this level.

It is interesting to note that during the measurement period, the highest recorded noise level -- 83 dBA -- was caused by a passing

truck; none of the noise levels caused by the passage of overhead aircraft exceeded 80 dBA. Measurements and observations made for the 1996 update of this Noise Element confirm this description of aircraft noise--for the most part it is indistinguishable from traffic and other noise sources. The location of the airport on the outskirts of the city and the orientation of its runway combine to assure that King City's settled areas are affected by aircraft noise at L_{10} levels less than the 68 dBA level of the airport environment.

2.2 Future Noise Levels

Map 2 shows Ldn values projected to be generated by traffic on major streets of the city and on U.S. Highway 101. These projections are for the time when the City General Plan would be completely built out (approximately 2010). As with Map 1, the map for future noise contours does not consider attenuation for buildings, walls or other structures outside the roadway's right-of-way.

The following paragraphs summarize the information contained in the future (General Plan Buildout) noise level map. In this summary those existing land uses which are impacted by noise levels exceeding the recommended limits in Table 2 are described. The land uses assumed to exist in the future are those depicted in the Land Use Element of the General Plan.

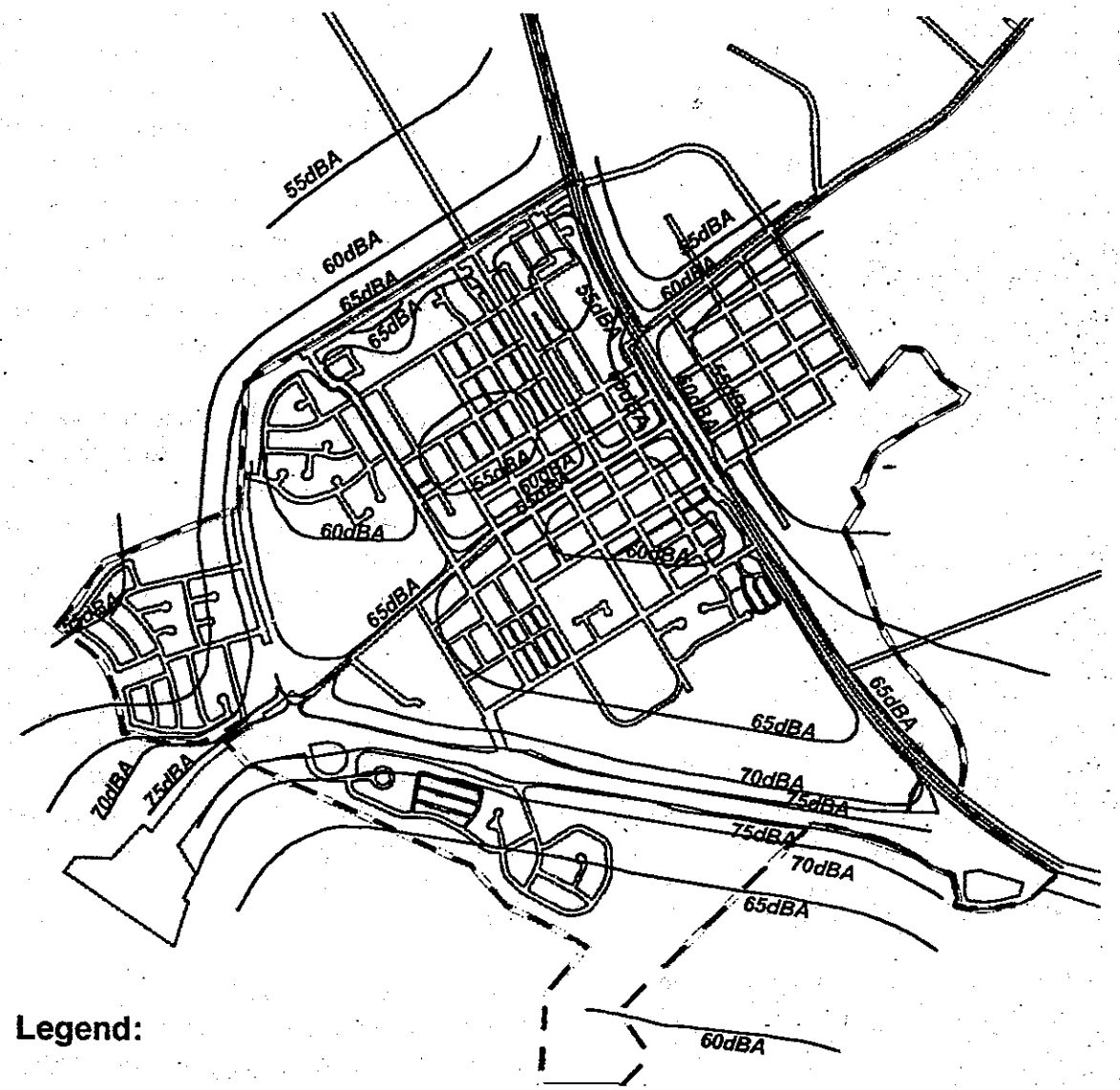
2.1.1 Residential

The major change in the noise environment of King City anticipated through the time of the General Plan buildout is the increasing influence of U.S. Highway 101 noise levels. This is obvious as the 70 dBA and 65 dBA Ldn contours move out farther from the freeway relative to those shown in Map 1 for the 1995 conditions. Approximately 22 residences within the Rio Plaza Mobile Home Park south of the freeway would experience Ldn values in excess of 70 dBA. The remainder of the mobile home park, along with other residences south of the freeway, would experience Ldn values in excess of 65 dBA, which is not considered compatible with residential uses.

The other residences which may be subject to excessive noise in this area include: approximately 33 single family dwellings around Rio Vista Circle, 25 dwellings at Rio Vista Court and River Drive, and most of the dwellings (approximately 20) in the Vista Oaks development. To some extent, particularly within the multi-family developments, the shielding provided by intervening buildings may reduce the noise to compatible levels. It is clear, however, that an increased area of existing residential development will be subject to incompatible noise levels as the freeway traffic volumes increase.

Increasing noise levels from the freeway will also affect residences along Canal Street, but fewer homes will be involved here. Other residential areas north of the freeway will also experience gradually increasing noise levels, but are not expected to exceed 65 dBA Ldn.

Along San Antonio Road, projected traffic increases will also lead to Ldn values above 65 dBA affecting the existing apartments south of Amherst Street. Other residences along San Antonio Road will also experience increasing noise levels. For the most part, however, the existing system of noise barriers will keep the Ldn values below 65 dBA at ground level living areas. Corner lots and second floor living areas closest to



Legend:

Noise Contours -- 2005
Street r-o-w
City Limit

0.5 0 0.5 1 1.5 Miles

Map 2: Noise Contours 2005

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San Antonio Road will be subject to noise levels just over 65 dBA Ldn.

2.1.2 Future Residential Development Areas

From a noise viewpoint, residential development is feasible in any portion of the outskirts of King City but some areas are more preferable than others. Towards the southeast, south of U.S. Highway 101, freeway noise levels will have to be reduced in order to be compatible with residential land uses. The topography in this area is relatively flat so opportunities for grade differences to reduce noise levels are not present. A combination of adequate buffer distances and noise barriers will be necessary for residential development in this area.

To the east, generally along Lonoak Road, it would be easier to achieve compatibility between noise levels and residential development. The proximity of the railroad, however, does present a constraint--involving noise from the rail operation itself and from future packing or other industrial uses that might locate adjacent to the rail line.

In the northern areas, the noise form future traffic along San Antonio Road, Speckles Road, and Metz Road would not pose an unsurmountable constraint. Of the three, San Antonio Road is the most important noise source. In the event any residential development is pursued in this area, larger horizontal setbacks and attention to noise levels at upper floors would insure compatibility with the future noise levels. Assuming adequate buffer distances are maintained, the airport, co- generation facility, and other industrial noise sources in the northern portion of King City would not represent objectively significant noise sources to future residential development. These noise sources would be audible, however, and they can be perceived as distinct sources even if their noise levels do not exceed an compatibility threshold. As such, it is possible that these sources could lead to complaints if future residential development is located close to them.

2.1.3 Non-Residential

Under the future traffic conditions, larger portions of King City High School will be subject to Ldn values in excess of 60 dBA, but most buildings will remain below 65 dBA. The increase in exterior noise levels at the High School will be primarily due to traffic on U.S. Highway 101, not increases in local traffic on Broadway Street or Mildred Avenue.

The increasing area within the 65 dBA Ldn contour from the freeway will also include the George Mee Memorial Hospital. Actual noise at the hospital may not reach that level, however, due to the barrier effect of existing buildings in the shopping center to the south. Noise levels will also increase at the City park, and portions of the municipal golf course will be within the future 65 dBA Ldn contour from the freeway. There are no buildings or other features to shield the golf course from these noise increases.

2.1.4 Railroads

Assuming that the designs of railroad locomotives, cars, and tracks are not altered, future railroad associated noise levels will not be different than those indicated in Figure 5 and Table 5 above. Only negotiations with the Southern Pacific to lower train speed limits within the city's boundaries would result in any immediate

lessening of noise levels associated with train passages.

Consideration of railroad noise levels in the planning and design for future residential areas is the best approach to minimizing potential disruption by this noise source.

2.1.5 Aircraft

Until such time as the King City Airport constructs an additional runway, noise levels at the airport can be expected to remain essentially at their present levels. It is anticipated that the addition of a runway will not be needed prior to buildout of the updated General Plan. Development of properties adjacent to the airport as industrial lands, as shown in the Land Use Element, will help to maintain the present favorable situation of separation of aircraft noise from noise-sensitive land uses.

3. NOISE CONTROL GOALS AND POLICIES

3.1 Goals

The ultimate goal of the city's Noise Element is to encourage land utilization patterns which will separate uncontrollable and undesirable noise sources from residential and non-residential noise-sensitive areas. The immediate goal is to reduce the level of noise so that it causes no human stress or health damage, and does not interfere with any reasonable activities and expectations of citizens and businesses.

3.2 Present Policies

King City already has several implementation methods at its disposal to achieve the goals of the Noise Element. It should be the policy of the city to continue to coordinate and utilize methods aimed at securing and maintaining living environments free from excessive and annoying noise:

3.2.1 Environmental Impact Reporting

Pursuant to provisions of the California Public Resources Code, King City adopted an ordinance requiring Environmental Impact Assessments or reports for most proposed projects. Included are uses which require discretionary review and approval through the conditional use permit procedure. As part of the Environmental Impact Report procedure the project must be analyzed in respect to any adverse effects which may be results of noise generated if the project or proposal is implemented. Mitigation measures must be taken to reduce or avoid short or long term adverse effects.

3.2.2 Zoning Ordinance Regulations

The Zoning Ordinance of King City contains general performance standards which specify dBA levels for residential, commercial and industrial uses.

3.2.3 Truck Route Ordinance

King City has a truck route ordinance which specifies the routes which trucks must use within its boundaries.

3.2.4 California Motor Vehicle and Penal Code

The California Motor Vehicle Code, enforced by the police department, contains provisions which regulate noise generated by on-the-road and off-the-road vehicles. The Penal Code, also enforced

by the police department, contains provisions regulating noise sources considered disturbances of the peace.

3.3 Future Policies

Recommendations for the city to adopt as policies for implementing the Noise Element are presented here:

1. The standards for "Exterior Land Use/Noise Compatibility Levels" -- Table 2 of this Noise Element -- and the noise level contour maps should be used for reviewing plans for development or redevelopment of various land uses, and for determining whether or not special noise attenuation measures should be provided in any proposed development which the Planning Commission and/or City Council may conditionally approve.

2. The city should adopt a Noise Ordinance which regulates the loudness, duration and time of various noise emissions within its city limits.

3. The city should review its function and activities to insure that activities as public works construction, refuse collection, and street sweeping, which normally generate relatively high noise levels, are scheduled to coincide with times of highest ambient noise levels.

4. The city should include maximum noise level requirements in specifications of their equipment purchases, including construction equipment and refuse disposal vehicles.
5. The city should actively enforce the Noise Insulation Standards required in the California Administrative Code.

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APPENDIX A

GLOSSARY OF NOISE TERMS

Abatement: The diminution in intensity of a sound.

Airborne Sound: Sound that reaches the point of interest by propagation through the air.

Amplitude: Peak value of a periodically varying quantity such as a travelling sound wave.

Attenuation: A reduction in strength, effect, or amplitude of a sound.

A-Weighted Network (A-scale): The ear does not respond equally to sounds of all frequencies, but is less efficient at low and high frequencies than it is at medium or speech range frequencies. Thus, to obtain a single number representing the sound level of a noise containing a wide range of frequencies in a manner representative of the ear's response, it is necessary to reduce, or weight, the effects of the low and high frequencies with respect to the medium frequencies. The resultant sound level is said to be A-weighted, and the units are dBA. Sound level meters have an A-weighting network for measuring A-weighted sound level. The abbreviation for decibels using an A-weighting network is "dBA."

Community Noise Equivalent Level (CNEL): A special composite noise level that represents an equivalent noise level over a 24-hour period, with weighting factors or "penalties" which are added to noise levels during the evening and nighttime periods. A 5 dBA adjustment is added to noise levels during evening hours, from 7:00 p.m. to 10:00 p.m. A 10 dBA adjustment is added to noise levels during nighttime hours, 10:00 p.m. to 7:00 a.m. CNEL is among the most widely used noise descriptors upon which many noise compatibility standards are based. CNEL is computed as follows:

$$CNEL = 10 \text{ LOG } [\, (12(10^{L_D/10}) + 3(10^{(L_E+5)/10}) + 9(10^{(L_N+10)/10}))]$$

Where: CNEL = Community Noise Equivalent Level
- L_D = Hourly equivalent noise level during the daytime (7:00 a.m. - 7:00 p.m.)
- L_E = Hourly equivalent noise level during the evening (7:00 p.m. - 10:00 p.m.)
- L_N = Hourly equivalent noise level during the nighttime (10:00 p.m. - 7:00 a.m.)

Daytime Equivalent Noise Level (L_D): The equivalent noise level during daytime hours, used in computing either CNEL or L_{dn}.

Day-Night Average Noise Level (L_{dn}): Another composite noise level, very similar to CNEL, that represents and equivalent noise level over a 24-hour period, with a weighting factor or penalty applied to noise levels during the nighttime hours. A 10 dBA adjustment is added to noise levels during nighttime periods (10:00 p.m. to 7:00 a.m.). Like CNEL, L_{dn} is a widely used noise descriptor. L_{dn} values will usually be approximately 0.5 dBA less than CNEL values, and the two are often used interchangeably.

Decibel (dB): A unit measure of sound (noise) level relative to a standard reference sound on a logarithmic scale. The quantity "zero decibels" corresponds to the sound pressure level of the least powerful sound--the standard reference sound--that a very sensitive human ear can hear.

This standard reference sound has a sound pressure level which is 0.00002 times atmospheric pressure.

Equivalent Noise Level (L_{eq}): A single noise level which, if held constant during a specified time period, would represent the same total energy as a fluctuating sound. L_{eq} values are commonly expressed for periods of one hour, but longer or shorter periods may be specified.
Frequency: The number of oscillations per second of any wave; expressed in Hertz (Hz), or cycles per second (cps).

Impact Sound: The sound arising form the impact of a solid object on an interior surface (wall, floor, or ceiling) of a building. Typical sources are footsteps, dropped objects, etc.

L_{10} (Level): The noise level that is exceeded for 10 percent of any specific sampling time.

Noise Exposure Forecast (NEF): A scale (analogous to CNEL) which has been used by the Federal Government and other agencies in land use planning guides for use in connection with airports. The noise exposure level at a point expressed in the NEF scale is numerically about 35 db lower than if expressed in the CNEL scale.

Noise Level Contours: Noise sources such as airports and trafficways generate a noise environment which can be described by drawing contours on a map. The contour lines connect the points on a land surface map that have the same noise level, and are analogous to lines of equal elevation on a topographic map.

Noise Reduction (NR): The noise reduction between two areas or rooms is the numerical difference, in decibels, of the average sound pressure levels in those areas or rooms. A measurement of "noise reduction" combines the effect of the transmission loss performance of structures separating the two areas or rooms, plus the effect of acoustic absorption present in the receiving room.

Resonance: The relatively large effects produced, e.g. amplitude of vibration, when repetitive sound pressure or force is in approximate synchronism with a free (unforced) vibration of a component or a system.

Sound Level Meter: An instrument, consisting of a microphone, an amplifier, an output meter, and frequency-weighting networks, that is used for the measurement of noise and sound levels.
Sound Pressure Level: The variation from atmospheric pressure caused by a sound wave. (Expressed mathematically, the sound pressure level of a sound in question is, in decibels, 20 times the logarithm to the base 20 of the ratio of the pressure of the sound in question to the reference pressure, where the reference pressure is 0.00002 times atmospheric pressure.)

Sound Transmission Loss (TL): A measure of sound insulation provided by a structural configuration.

Statistical Noise Level (L_{90}, L_{10}, etc.): A measurement which gives the noise level exceeded a given percentage of the time. Thus, L_{90} is the noise level exceeded 90% of the time. Statistical noise levels commonly used in analysis include L_{90}, L_{50} and L_{10}.

APPENDIX B

CALIFORNIA ADMINISTRATIVE CODE
NOISE INSULATION STANDARDS

CALIFORNIA ADMINISTRATIVE CODE,
TITLE 25 CHAPTER 1,
SUBCHAPTER 1

ARTICLE 4. NOISE INSULATION STANDARDS

1092. Noise Insulation Standards.

(a) Purpose. The purpose of this article is to establish uniform minimum noise insulation performance standards to protect persons within new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings from the effects of excessive noise, including but not limited to hearing loss or impairment and persistent interference with speech and sleep.

(b) Application and Scope. The provisions of this article relating to noise insulation performance standards apply to all applications for building permits made subsequent to the effective date of these regulations.

These regulations shall be effective 6 months after the adoption by the Commission of Housing and Community Development.

(c) Definitions. The following special definitions shall apply to this article as applicable:

(1) Impact Insulation Class (IIC) - A single number rating for ceiling-floor construction that represents the ability of the construction to isolate impact noise, where measurement procedure is based on ASTM E492-73T and as defined in UBC Standard No. 35-2.

(2) Sound Transmission Class (STC) - A single figure rating for floor-ceiling and interior wall partition construction that represents the ability of the construction to isolate airborne noise, where measurement procedure is based on ASTM E90-70 or ASTM E 366-71 and as defined in UBC Standard No. 35-1.

(3) Detached Single-Family Dwelling - Any single-family dwelling which is separated from adjacent property lines by 3 feet or more or is separated from adjacent buildings by 6 feet or more.

(d) Sound Transmission Control Between Dwelling Units.

(1) Wall and Floor-Ceiling Assemblies. Wall and floor-ceiling assemblies separating dwelling units or guest rooms from each other and from public space such as interior corridors and service areas shall provide airborne sound insulation for walls, and both airborne and impact sound insulation for floor-ceiling assemblies.

(2) Airborne Sound Insulation. All such separating walls and floor-ceiling assemblies shall provide an airborne sound insulation equal to that required to meet a Sound Transmission Class (STC) of 50 (45 if field tested) as defined in UBC Standard No. 35-1.

Penetrations or openings in construction assemblies for piping, electrical devices, recessed cabinets, bathtubs, soffits, or heating, ventilating or exhaust ducts shall be sealed, lined, insulated or otherwise treated to maintain the required ratings.

Dwelling unit entrance doors from interior corridors together with their perimeter seals shall have a Sound Transmission Class (STC) rating of not less than 30 and such perimeter seals shall be maintained in good operating condition.

(3) Impact Sound Insulation. All separating floor-ceiling assemblies between separate units or guest rooms shall provide impact sound insulation equal to that required to meet an Impact Insulation Class (IIC) of 50 (45 if field tested) as defined in UBC Standard No. 35-2. Floor coverings may be included in the assembly to obtain the required rating, and must be retained as a permanent part of the assembly and may only be replaced by other floor covering that provides the same sound insulation required above.

(4) Tested Assemblies. Field or laboratory tested wall or floor-ceiling designs having an STC or IIC of 50 or more as determined by UBC Standard 35-1, 35-2 or 35-3 may be used without any additional field testing when in the opinion of the Building Officials the laboratory tested design has not been compromised by flanking paths. Tests may be required by the Building Official when evidence of compromised separations is noted.

(5) Field Testing. Field testing, when required, shall be done under the supervision of a person experienced in the field of acoustical testing and engineering, who shall forward test results to the Building Official showing that the minimum sound insulation requirements stated above have been met.

(6) Airborne Sound Insulation Field Tests. When required, airborne sound insulation shall be determined according to the applicable Field Airborne Sound Transmission Loss Test procedures of U.B.C. Standard No. 35-3. All sound transmitted from the source room to the receiving room shall be considered to be transmitted through the test partition.

(7) Impact Sound Insulation Field Test. When required, impact sound insulation shall be determined in accordance with U.B.C. Standard No. 35-2.

Note: Excerpts from the 1973 U.B.C., Appendix Chapter 35, reproduced with permission of International Conference of Building Officials, 5360 South Workman Mill Road, Whittier, California.

(e) Noise Insulation from Exterior Sources.

(1) Location and Orientation. Consistent with land use standards, residential structures located in noise critical areas, such as proximity to select system of county roads and city streets (as specified in 186.4 of the State of California Streets and Highways Code),

railroads, rapid transit lines, airports, or industrial areas shall be designed to prevent the intrusion of exterior noises beyond prescribed levels with all exterior doors and windows in the closed position. Proper design shall include, but shall not be limited to, orientation of the residential structure, set-backs, shielding, and sound insulation of the building itself.

(2) Interior Noise Levels. Interior community noise equivalent levels (CNEL) with windows closed, attributable to exterior sources shall not exceed an annual CNEL of 45 dB in any habitable room.

(3) Airport Noise Source. Residential structures to be located within an annual CNEL contour (as defined in Title 4, Subchapter 6, California Administrative Code) of 60 require an acoustical analysis showing that the structure has been designed to limit intruding noise to the prescribed allowable levels. CNEL's shall be as determined by the local jurisdiction in accordance with its local general plan.

(4) Vehicular and Industrial Noise Sources. Residential buildings or structures to be located within exterior community noise equivalent level contours of 60 dB of an existing or adopted freeway, expressway, major street, thoroughfare, railroad or rapid-transit line shall require an acoustical analysis showing that the proposed building has been designed to limit intruding noise to the allowable interior noise levels prescribed in Section 1092(e)(2).

Exception: Railroads, where there are no nighttime (10:00 p.m. to 7:00 a.m.) railway operations and where daytime (7:00 a.m. to 10:00 p.m.) railway operations do not exceed four (4) per day.

(f) Compliance.

(1) Evidence of compliance shall consist of submittal of an acoustical analysis report, prepared under the supervision of a person experienced in the field of acoustical engineering, with the application for building permit. The report shall show topographical relationship of noise sources and dwelling site, identification of noise sources and their characteristics, predicted noise spectra at the exterior of the proposed dwelling structure considering present and future land usage, basis for the prediction (measured or obtained from published data), noise attentuation measures to be applied, and an analysis of the noise insulation effectiveness of the proposed construction showing that the prescribed interior noise level requirements are met. If interior allowable noise levels are met by requiring that windows be unopenable or closed, the design for the structure must also specify the means that will be employed to provide ventilation, and cooling if necessary, to provide a habitable interior environment.

(2) Field Testing. Only when inspection indicates that the construction is not in accordance with the approved design, field testing may be required. Interior noise measurements shall be taken under conditions of typical maximum exterior noise levels within legal limits. A test report showing compliance or noncompliance with prescribed interior allowable levels shall be submitted to the Building Official.

Where a complaint as to noncompliance with this article requires a field test to resolve the complaint, the complainant shall post a bond or adequate funds in escrow for the cost of said testing. Such costs shall be chargeable to the complainant when such field tests show that compliance with these regulations is in fact present. If such tests show noncompliance, then such testing costs shall be borne by the owner or builder.

APPENDIX C

U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT NOISE EXPOSURE STANDARDS

HUD NOISE EXPOSURE STANDARDS

1. External Noise Exposures: Sites for New Residential Construction (Single or Multifamily)

"Unacceptable":

Exceeds 80 db(A) 60 minutes per 24 hours
Exceeds 75 dB(A) 8 hours per 24 hours
(Exceptions are strongly discouraged and require a 102(2)C environmental statement and the Secretary's approval.)

"Discretionary" (Normally Unacceptable):

Exceeds 65 dB(A) 8 hours per 24 hours
Loud repetitive sounds on site
(Approvals require noise attenuation measures, the Regional Administrator's concurrence and a 102(2)C environmental statement.)

"Discretionary" (Normally Acceptable):

Does not exceed 65 dB(A) more than 8 hours per 24 hours.

"Acceptable":

Does not exceed 45 dB(A) more than 30 minutes per 24 hours.

2. Interior Noise Exposures (for New and Rehabilitated Residential Construction).

(Note: The standards listed below are performance standards. The means required for achieving them will depend on, among other things, the external noise levels, the equipment and layout used in the building, and the noise attentuation characteristics of the building's floors and walls. These standards assume open windows unless other provision is made for adequate ventilation.)

"Acceptable":

Sleeping Quarters For the present time, HUD field personnel should consider existing and projected noise exposure for sleeping quarters "acceptable" if interior noise levels resulting from exterior noise sources and interior building sources such as heating, plumbing, and air conditioning:

--do not exceed 55dB(A) for more than an accumulation of 60 minutes in any 24-hour period, and
--do not exceed 45dB(A) for more than 30 minutes during nighttime sleeping hours from 11 p.m. to 7 a.m., and
--do not exceed 45dB(A) for more than an accumulation of eight hours in any 24-hour day.

Other Interior Areas HUD personnel should exercise discretion and judgement as to interior areas other than those used for sleeping. Consideration should be given to the characteristics of the noise, the duration, time of day, and planned use of the area.

3. Insulation Between Dwelling Units

"Unacceptable":

For multifamily structures, including attached single family units, floors and dividing walls between dwelling units having Sound Transmission Class (STC) of less than 45 are always unacceptable.

4. Other Land Uses and Existing Housing

Until HUD establishes a broader range of noise exposure standards, HUD administration at all levels shall take noise into consideration in the development of policies and guidelines and in the review and decisions on specific projects. Wherever feasible, standards along the lines of the above shall be employed in a manner consistent with proposed uses, densities and construction types.

Source: Noise Abatement and Control, Transmittal Notice 1390.2, U.S. Department of Housing and Urban Development, September 1, 1971.

APPENDIX D

U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION DESIGN EXTERIOR NOISE LEVEL/LAND USE RELATIONSHIPS

FHWA DESIGN EXTERIOR NOISE LEVEL/ LAND USE RELATIONSHIPS

Land Use Category	Design Noise Level - L10	Description of Land Use Category
A	60dBA	Tracts of lands in which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, or open spaces which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	70dBA	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, picnic areas, recreation areas, playgrounds, active sports areas, and parks.
C	75dBA	Developed lands, properties or activities not included in categories A and B above.
D	- -	For requirements on undeveloped lands see following page.

Note: The noise level values of the above categories need not be applied to areas having limited human use or where lowered noise levels would produce little benefit. Such areas would include but not be limited to junkyards, industrial areas, railroad yards, parking lots, and storage yards.

Source: Noise Standards and Procedures, Policy and Procedure Memorandum 90-2, U.S. Department of Transportation, FHWA, February 8, 1973.

FHWA EXTERIOR NOISE LEVEL
REQUIREMENTS PERTAINING TO UNDEVELOPED LANDS

1. Coordination with Local Officials on Undeveloped Lands.

Highway agencies have the responsibility for taking measures that are prudent and feasible to assure that the location and design of highways are compatible with existing land use. Local governments, on the other hand, have responsibility for land development control and zoning. Highway agencies can be of considerable assistance to local officials in these efforts with a view toward promoting compatibility between land development and highways. Therefore, for undeveloped lands (or properties) highway agencies shall cooperate with local officials by furnishing approximate generalized future noise levels for various distances from the highway improvement, and shall make available information that may be useful to local communities to protect future land development from becoming incompatible with anticipated highway noise levels.

2. Noise Abatement Measures for Lands Which are Undeveloped at Time of Location Approval.

(a) Noise abatement measures are not required for lands which are undeveloped at the time of location approval; however, the highway agency may incorporate noise abatement measures for such undeveloped lands in the project design (if approved by FHWA) when a case can be made for doing so based on consideration of anticipated future land use, future need, expected long term benefits, and the difficulty and increased cost of later incorporating abatement measures.

(b) For land uses or activities which develop after location approval, noise abatement measures should be considered for incorporation in the project in the following situations:

(1) It can be demonstrated tha all practicable and prudent planning and design were exercised by the local government and the developer of the property to make the activity compatible with the predicted noise levels which were furnished to the local government and especially that a considerable amount of time has elapsed between location approval and highway construction thus limiting local government's ability to maintain control over adjoining land uses.

(2) The benefits to be derived from the use of highway funds to provide noise abatement measures is determined to outweigh the overall costs.

(3) The noise abatement measures can be provided within the highway's proposed right-of-way or wider rights-of-way or easements acquired for that purpose.

(c) There are some situations where the design noise levels should be applied to lands which are undeveloped at the time of location approval. Some of these instances occur where the development of new land uses or activities is planned at the same time as the highway location studies. Other instances occur where planning for the new development has preceded the highway location studies but the development has been delayed. These types of situations should be treated as though the land use or activity were in existence at the time of location approval provided:

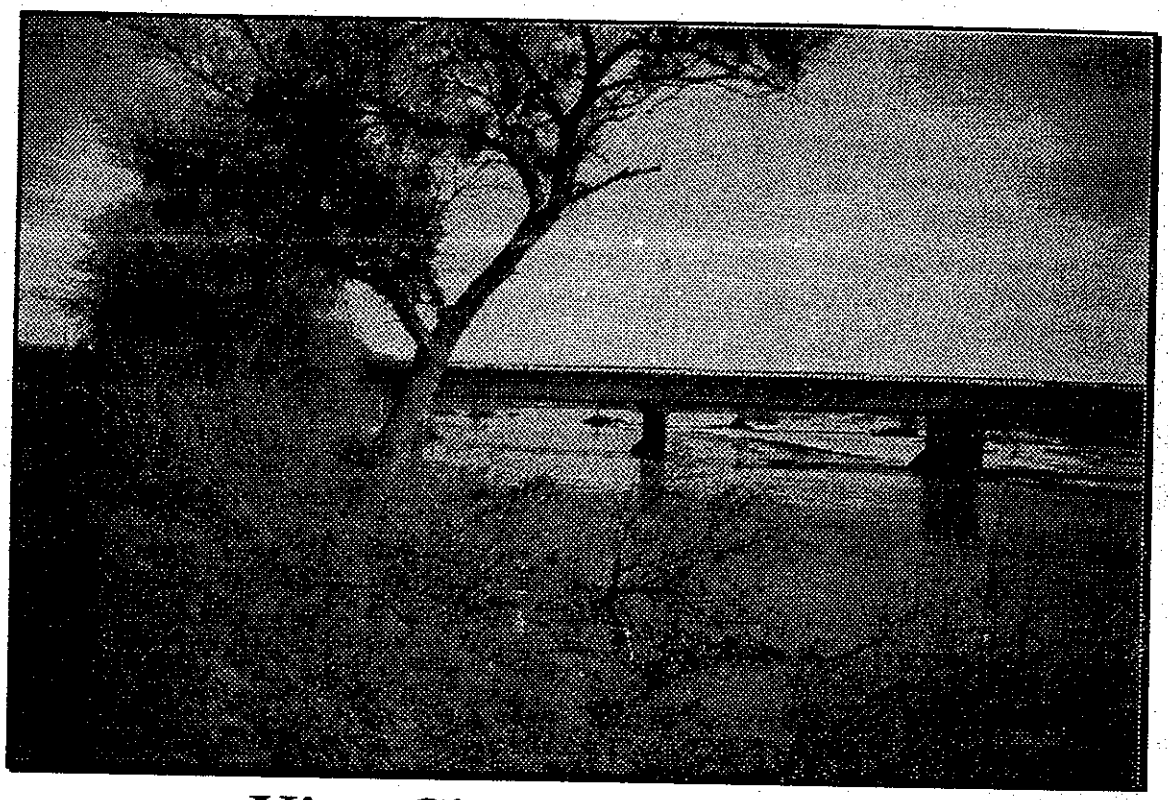
(1) The State highway agency is apprised of such prior planning.

(2) The construction of the new land use or activity is started prior to highway construction or there is good reason to believe that it will start before highway construction.

APPENDIX E

DEVELOPMENT OF L_{dn} CONTOURS FOR THE KING CITY NOISE ELEMENT

(Copies of Appendix E on file in Planning Dept.)



King City General Plan

CONSERVATION, OPEN SPACE, AND SAFETY ELEMENTS

KING CITY
CALIFORNIA

Planning Department
212 South Vandenhurst Ave., King City, CA 93930

November 1998

King City General Plan
Conservation, Open Space, and Safety Elements
November, 1998

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King City General Plan Conservation, Open Space, and Safety Element

November, 1998

I. ORGANIZATION AND BACKGROUND

1. Introduction

Under State law, cities are required to prepare and periodically update a "comprehensive, long-term general plan for the physical development of the city...", which is to be "an integrated, internally consistent and compatible statement of policies." The law requires that a general plan include seven "elements", each with specified content. The Conservation, Open Space, and Safety Elements are three of these seven elements; the other four are the land use, circulation, housing, and noise elements.*

The State has also adopted General Plan Guidelines that spell out the manner in which a general plan is to be prepared and adopted. Basic requirements are that a general plan must consist of diagrams and text which establish the community's long-range goals and objectives regarding physical development. Both the statutes and the guidelines give broad flexibility to each community as to how these elements are to be organized, however.

Taken as a whole, the seven elements of the general plan are to function as a sort of "constitution" for the community. A general plan sets forth the direction of future growth and development over a long-term time horizon, typically about 20 years. The general plan has taken on substantial legal significance in recent years, with enforceable requirements that local actions on subdivisions, development permits, and small-scale plans ("specific plans") be consistent with the general plan.

The Conservation, Open Space, and Safety Elements are often consolidated together, because they address similar subject matter: Natural and scenic areas; agricultural lands; water supply; and hazardous areas such as floodplains and areas of high fire hazard. It is essential that the goals and policies that are established in these elements be considered and respected when formulating the Land Use and Circulation Elements. It is also important, of course, that the community's goals and policies with respect to land use, urban development, housing, and circulation be considered when formulating these "natural areas" plans.

This document is organized into two sections: This first section, the "Organization and Background", provides background information needed to prepare the actual general plan proposals. It contains basic data about the Planning Area with respect to its environmental resources such as agricultural lands and soils, water supplies, wildlife habitat, hydrologic systems, hazardous areas, and other physical characteristics. The second section is where the City sets forth its goals, objectives, policies, and programs -- specific actions by which the City intends to accomplish and to implement its goals for conservation, open space, and public safety.

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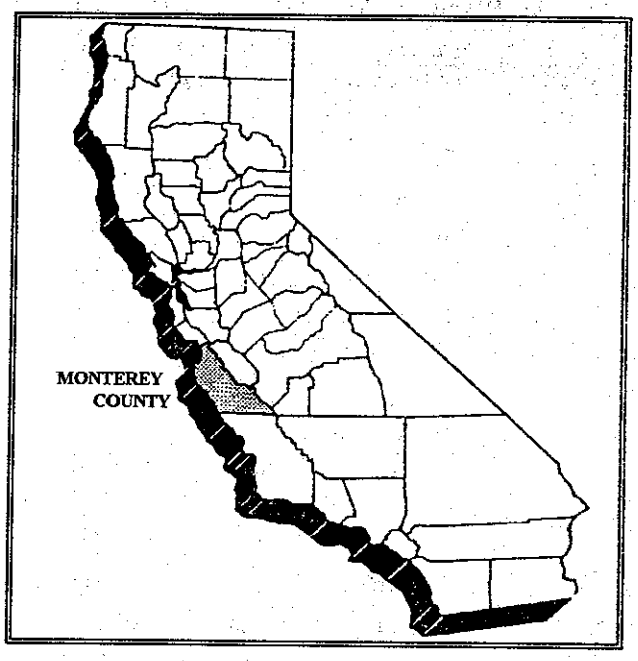
* *Note: Each of these other elements was prepared at this time as these Elements. All of the general plan elements have also been consolidated to form a comprehensive, internally consistent general plan.*

1.1 Regional Setting

King City is located within southern Monterey County, surrounded by rich farmland along the Salinas River. Monterey County lies in the Central Coast of California, just south of the rapidly-growing nine-county San Francisco Bay Area.

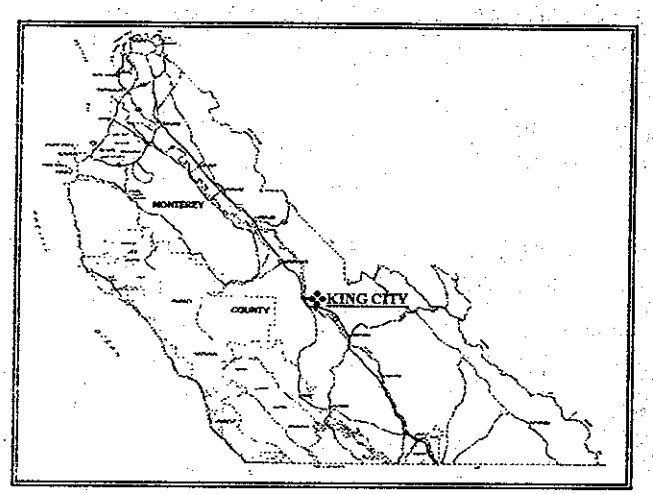


Monterey County in relation to California

From the west, Pine Canyon Creek drains a large area of the Santa Lucia Mountains and the Los Padres National Forest. These mountains rise to elevations of over 5,000 feet, and provide a rugged barrier between the Salinas Valley and the Pacific Ocean. The Santa Lucias are composed largely of metamorphic rock, with oak and pine woodlands and chaparral, giving way to grasslands in the foothills that shape the western edge of the Salinas Valley.

To the east lie the Gabilan and Diablo Ranges, mostly privately owned with the singular exception of Pinnacles National Monument. These mountains are primarily rolling, grass-covered foothills interspersed with chaparral and occasional vineyards.

The combination of deep soils and the mild climate of the Salinas Valley provides the basis for much of the economic base of Monterey County. Agriculture lies at the heart of the community's economic and cultural life in King City.



King City lies in the southern part of Monterey County

1.2 Historical Development Pattern

King City has benefitted from a compact physical layout dating from its origin in the nineteenth century. The city was originally incorporated in 1911, with 699 residents. Today, with over 10,000 residents, the community has retained much the same "small town" character that has historically provided a high quality of life.

In the late 1950's, when Highway 101 was upgraded to freeway status, it was decided by the State Highway Commission to continue to route the highway through King

City rather than leave the route on the west side of the Salinas River. This key decision assured that the community would survive economically.

In recent years, visitor-serving and highway-related development have added to the visibility of the community from Highway 101, shaped a new identity for the city, and provided an important contribution to the local economy. At the same time, the focus of commercial activity has shifted along Broadway Street from northeast to southwest, closer to the freeway. The community is just beginning to experience the significance of this shift in its business center.

In the unincorporated area surrounding King City, Monterey County land use policies have generally kept parcel sizes large in order to encourage continued agricultural uses. One unincorporated area where residential use has been permitted nearby is the Pine Canyon area to the southwest, across U.S. 101 and the Salinas River from the city.

1.3 Planning Area Definition

The Conservation, Open Space, and Safety Elements address a Planning Area of 6,042 acres, which includes an area larger than the city limits. (See Figure 1). There are approximately 1,812 acres within the City's municipal boundary, which lies wholly inside of the Planning Area. As noted in Figure 1, this general plan was developed using a data base of properties that included some parcels even outside of the Planning Area. The net area of all properties within the data base is 11,486 acres.

The Planning Area is restricted to areas east of the Salinas River. It does not take in areas that Monterey County has allowed to develop at suburban densities to the west of the river along Pine Canyon Road.

Beginning at the Highway 101 bridge over the Salinas River and continuing clockwise, the Planning Area takes in city-owned land to the north along the river which comprises the wastewater treatment plant and disposal areas. Going to the northeast toward the airport, the Planning Area takes in areas that had been designated in the previous Land Use Element as "Residential Reserve".

At the intersection of Metz Road and Airport Drive, the Planning Area extends to the northeast to take in a small amount of privately-owned land adjoining and north of the airport. Most of this property is currently located within the City limits.

South of Bitterwater Road, the Planning Area encompasses property that is primarily used for agriculture on both sides of San Lorenzo Creek. At Lonoak Road, the Planning Area cuts to the south to reach the intersection of First Street and Highway 101, generally along the alignment of the proposed First Street Bypass.

From that intersection, the Planning Area boundary takes in agricultural land within Monterey County's unincorporated area, and extends southwesterly to the Salinas River. At the river, the boundary follows the eastern edge of the river back to the Highway 101 bridge over the Salinas River.

It is important to note that the Planning Area boundary generally takes in land that is deemed to be related to, or impacted by, the planning within the City limits and "Sphere of Influence" of the City of King. The boundaries do not necessarily imply or

suggest that the City considers the properties within them to be subject to annexation nor development.

Policies and action programs in these Elements will help to establish the appropriate direction for future development of the City, and to define conditions for such development in order to protect important natural resources and to prevent hazards to future King City residents or visitors.

1.4 Previous Adopted Elements

The first general plan for the City of King was adopted in 1973, and it included the Conservation, Open Space, and Scenic Highways Elements along with Land Use and Circulation. Two years later, the Safety, Noise, and Seismic Safety Elements were adopted.

Comprehensive updates to the Land Use Element and Circulation Element were adopted in 1988, however there have been no updates nor any amendments to the City's Conservation, Open Space, and Safety Elements since their original adoption in the early 70's. Because King City continues to grow, a new update of these Elements has become necessary.

1.5 Public Participation

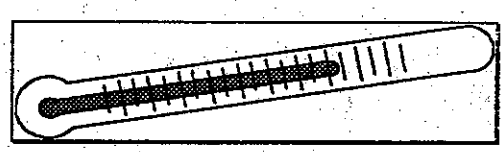
Copies of the draft Conservation, Open Space, and Safety Element were available for public review at city hall and at the library prior to each public hearing held in order to review the draft. A public hearing was noticed at city hall and in a newspaper of general circulation. Prior to approval of the Conservation, Open Space, and Safety Element, public comments were received at two planning commission hearings and one city council hearing. The dates of the public hearings are listed below:

- King City Planning Commission: June 17, July 1, August 3, September 2, September 16, October 7, and October 21, 1997.
- King City City Council: September 23 and October 28, 1997.

In addition, copies of the draft Conservation, Open Space, and Safety Element were distributed to local representatives of several community organizations for their review and comment.

2. Natural Resources of the Planning Area

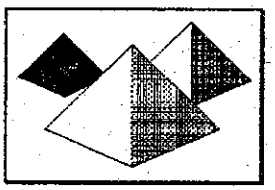
This section will provide background information on each of 12 sub-topics that related to the conservation, open space, or safety issues within the City of King City. These topics include: Climate, Geologic Regions, Soil Types, Native Vegetation, Wildlife Habitat, Mineral Resources, Water Resources, Agricultural Lands, Historic and Cultural Sites, Hazards and Development Constraints, Recreational Resources, and Visual and Scenic Resources.



2.1 Climate

The climate of the Planning Area is typical of upper intermontane valleys within the influence of the Pacific Ocean in California. Temperatures often exceed 100° F in the Central Salinas Valley in the summer months. Frost may occur in the valley during mid-winter mornings, but is relatively rare.

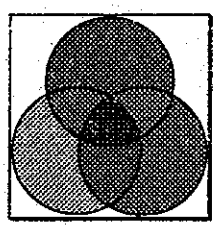
Precipitation ranges from 10 to 12 inches in the Central Salinas Valley. Measurable precipitation averages 51 days between November and April, and the average length or the growing season in the Salinas Valley is 240 days.



2.2 Geologic Regions

The Salinas Valley is the largest intermountain valley in the coastal ranges. Near the Monterey-San Luis Obispo County line, the valley widens out sufficiently to permit the valley floor to be farmed. The agricultural lands produced run continuously from slightly south of San Ardo to Moss Landing on the north, where the Salinas River empties into the sea. The valley ranges from the width of three miles at San Ardo, and increases to 15 miles at the mouth of the river. See Figure 2 , an adaptation of the U.S. Geological Survey Topographic Map for the King City Planning Area.

The Salinas River is the largest submerged river in America, and is one of the few north-flowing rivers in the continent. It bisects the County, running northerly from San Luis Obispo County through Monterey County into Monterey Bay. The principal tributaries are the Arroyo Seco, Nacimiento, and San Antonio Rivers from the Santa Lucia Range and San Lorenzo Creek which flows west from the Gabilan Range through King City.



2.3 Soil Types

Approximately 108,000 acres of "prime" agricultural soils, as rated by the Soil Conservation Service, occur in the Central Salinas Valley (the area between Chualar and San Lucas). This area represents 56% of the prime farmlands in the entire County. The high quality soil in the valley results from the

runoff from Santa Lucia and the Gabilan Ranges. The deep soils of the alluvial valley and particularly those drained by the Salinas, San Benito, Pajaro, Santa Maria, Santa Ynez, and Cuyama vary in texture from light sands to heavy clays. In some localities they are at the mercy of the high water tables or of the overflow from winter rains. The major soils groups and the units within each group have been mapped by the U.S. Soil Conservation Service (SCS, now called the Natural Resources Service). Figure 3 , Soils Units, is adapted from the SCS soils map for the King City Planning Area.

Almost all of the soils within the vicinity of King City are considered Class I or II in the SCS Land Capability Rating. They are generally flat, deep, and well drained, and easily cultivated. They have few or no limitations due to wind or water erosion, permeability, or soil structure. It is these "prime" lands that form the backbone of the superlative agricultural economy of King City and the entire Salinas Valley.

2.4 Native Vegetation

The natural vegetation in the planning area of the King City Planning Area is influenced by climate and location of topographic features, and may be divided into three general classifications. These classifications are as follows:

Riparian Woodlands: This vegetation includes such tree species as sycamore, Fremont cottonwood, willow, and oaks as well as various shrubs that are dependent upon reliable water (both surface and subsurface). Riparian woodlands occur along the banks of the Salinas River and in places along the corridor of San Lorenzo Creek. This habitat is the most valuable community of plants and wildlife within the Planning Area in terms of the abundance and diversity of species.

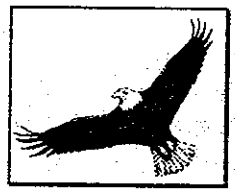
Grassland: Grasslands occur in the foothills on either side of the Salinas River and typically provide forage for cattle or other livestock. Over the past 100-150 years, the original native grasses (which were mostly perennial species) have been replaced almost entirely by non-native, annual species. These introduced annuals provide reasonably good forage, however, and also help hold soils on the steeper slopes in place. The grasslands habitat is important in certain areas as habitat for the endangered San Joaquin Kit Fox, known to occur in the foothills of southern Monterey County.

Oak Woodland/Chaparral/Savannah: This habitat type is relatively common throughout the foothills of the Gabilan and Santa Lucia ranges, although it has a very limited distribution within the King City Planning Area. The original distribution of this habitat type has been reduced by the spread of agriculture (both grazing and row crops), and by urban development, including recreation uses such as the golf course.

Prior to its development as an urban area, natural vegetation of the King City area was probably dominated by grassland with scattered areas of oak savannah and chaparral. Riparian woodland and streamside vegetation still occurs along the banks of the Salinas River and along San Lorenzo Creek. Much of this original habitat has been re-

placed or altered by urban or agricultural uses, however.

The King City Planning Area is bisected by San Lorenzo Creek, and bordered on the south and west by the Salinas River. Together, these two areas harbor a natural riparian ecosystem with seasonal and year-round wetlands. The City's Municipal golf course along San Lorenzo Creek manages most of the vegetation within the playing area, and the Monterey County Water Resources Agency maintains the floodway of the creek -- still in a relatively natural condition. At the confluence of San Lorenzo Creek and the Salinas River, native willows and other riparian vegetation are generally undisturbed by the nearby urban development, recreational uses, and cropland practices.



2.5 Wildlife Habitat

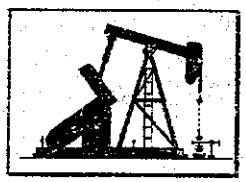
As noted above, the riparian habitat of the Salinas River and its tributaries is also important for wildlife. Most of the remaining undisturbed natural habitat for fish and game is situated in the foothills and mountains to the west and east of the Planning Area. Native habitat is the key to abundance and well-being of all fish and wildlife species. Without proper habitat, these species could not exist naturally. Retention of habitat, therefore, is essential when planning for fish and wildlife.

Urban development and water reclamation or flood control projects often have a significant adverse effect on fish and wildlife habitat. In planning any alteration to the present environment, consideration must be given to the impacts on fish and wildlife. Even though most of this habitat is not in the Planning Area, it is vital to the valley and to the County as a whole. The original extent of riparian and wetland habitat has been greatly reduced in the past, and these water-oriented habitats are now increasingly important.

In spite of the intense cultivation of the valley floor, wildlife habitat still occurs and provides shelter for a wide variety of small mammals, reptiles, and birds. Larger predators tend to avoid urban areas and cultivated fields, and these animals also lack sufficient cover in the open grasslands of the foothills. Nevertheless, significant populations of mountain lion, bobcat, and coyote are known to inhabit the mountainous areas of the Santa Lucia and Gabilan Ranges. Mule deer and wild boar are popular game animals in these mountains.

Raptors are represented by large populations of red-tailed hawk, turkey vulture, and several owl species. Golden eagles are less frequent, but are known to occur.

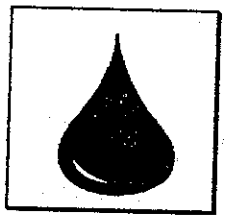
Endangered or threatened species that may occur in or near the Planning Area include the San Joaquin kit fox, southern bald eagles (in the lakes area to the southwest), and peregrine falcons, which have been sighted in the Pinnacles area.



2.6 Mineral Resources

Primary natural resources within the planning area are petroleum and natural gas, extracted

at fields near San Ardo, about 15 miles south of King City. In addition, sand and gravel resources are quarried from various sites surrounding King City, but not from any known locations within the planning area. Historically, various minerals have been extracted from the general area, including bituminous sandstone, diatomite, feldspar, chromate, gold, stone, phosphate, and mineral water. The complex geology of the South County, caused by extensive faulting and deformation, often makes geologic investigations difficult and inconclusive.



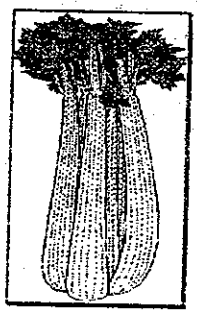
2.7 Water Resources

An adequate supply of good-quality water is essential not only for continued urban growth of King City, but for the agricultural industry which is form's the community economic base. To provide this supply, the South County area relies almost entirely on groundwater, particularly during the long dry season. The planning area is underlain by water-bearing geologic strata called an aquifer, which provides ready access to groundwater through shallow wells. The aquifer, in turn, recharged by seasonal and regulated runoff from the Salinas River.

The Salinas River is regulated through two major flood control and water conservation projects operated by Monterey County. These projects are the complex formed by the Nacimiento and San Antonio Reservoirs located on either side of the Monterey-San Luis Obispo County line. These two tributaries of the Salinas River, through the construction of the flood control and water conservation dams, have provided water storage and irrigation potential of immense proportions for the Salinas Valley and surrounding areas. The combined maximum storage is in excess of 700,000 feet.

The flow of the Salinas River at Bradley plus the runoff of the various tributaries below Bradley (including San Lorenzo and Pine Canyon Creeks) represent the total runoff to the valley floor. There is a total runoff into the area usually described by the general term "Salinas Valley" estimated to be about 512,000 acre feet per year.

Much of the valley area has groundwater of high quality. There has been a major problem, however, with seawater intrusion in the lower part of the valley. Figure 4 , Planning Area Hydrology, indicates the hydrologic features of the Planning Area in relation to the county such as streams and the approximate boundaries of the groundwater basin.



2.8 Agricultural Lands

King City is situated in the upper half of one of the nation's richest agricultural areas, the Salinas Valley. Here, the soil, climate, and abundant groundwater supplies are ideal for row crop production.

Farmers in the valley and ranchers in the surrounding foothills are very experienced and skilled in the production of a wide variety of crops and livestock products. These include lettuce, broccoli, grapes, cattle, tomatoes, onions, garlic, barley, beans, alfalfa hay, sugar beets, spinach, corn, parsley, carrots, chili peppers, asparagus, and kohlrabi.

These agricultural pursuits are essential to the area's economic well-being, providing jobs and income to a large percentage of the city's labor force.

The Planning Area is in the heart of the rich Salinas Valley. Basically all of the area surrounding King City is devoted to agriculture. Agriculture is the main economic activity of the central Salinas Valley. Land in the Salinas Valley has been extensively irrigated whenever groundwater supplies permit. The irrigated area of the South County has increased to approximately 180,000 acres.

The valley's vegetable industry is the most important local industry and the biggest source of local income. Some 310,000 acres are under cultivation within the Salinas Valley. Truck crops thrive particularly well in the mild climate and rich soil. Approximately 35 percent of the irrigated land is capable of producing two crops a year. Irrigation water comes from natural underground reservoirs tapped by wells.

Some of the most important features to note about Monterey County's agricultural industry are listed below:

1. Monterey County, with a $2 billion gross farm income, is one of the most productive agricultural counties in California and in the United States.

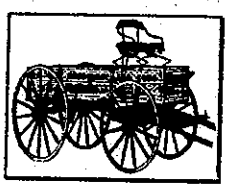
2. Vegetable crops are Salinas Valley's number one agricultural commodity in dollar value, and the County ranks first in California in the production of vegetables.

3. Lettuce is the valley's number one crop in dollar value (over $500 million annually) and in acreage.

Figure 5 on the following page illustrates the area subject to the County's agricultural zoning and general plan categories surrounding King City.

Protection of viable commercial farmland in the Salinas Valley is a critical issue to be resolved within this general plan. The Conservation and Open Space Elements provide a framework for several policies that will address farmlands. Additional policies and programs may be found in the Land Use Element, which is also a part of this general plan.

Agriculture and food processing are the economic lifeblood of King City and surrounding communities in southern Monterey County. Several policies and programs of the City's Land Use Element are also designed to encourage new ag-related industries that will meet the community's high standards to locate within King City. These include such sectors as warehousing and distribution, food-related packaging and export firms, emerging agricultural technologies, and business services.



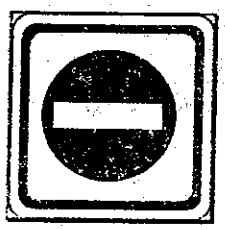
2.9 Historic and Cultural Sites

As with its economy, the history of King City is largely bound to its role as an agricultural center for the southern Salinas Valley. Today, this heritage is best represented in the Monterey County Agricultural and Rural Life Museum in San Lorenzo Regional Park.

Here, the city's agricultural roots are revealed in a working blacksmith shop, the restored Spreckels farm house (1897), and the one-room La Gloria schoolhouse (1887). The 1886 Southern Pacific King City Train Depot was also relocated to this park. The Depot Baggage Room is used now as a conference and meeting room.

Within the developed area of the city, there are a few outstanding examples of early 20th Century commercial architecture along Broadway Street. City Hall itself, while not a masterpiece, is a contribution of Depression-era masonry and was financed (along with many public buildings in this era) by the Federal Works Progress Administration (WPA). Its pleasant, one-story aspect is situated within a wide expanse of lawn area that features several statues and memorials.

The Planning Area is within an area that was once occupied for thousands of years by the Salinan people, although little is known of their permanent village sites. Archaeological sites have been identified east of the Salinas River and in the Pine Canyon area, and along Highway 25. Most of the Planning Area has not been surveyed for cultural resources, however, and it is not known whether any sites exist within the Planning Area. The County's map of archaeological sensitivity indicates that the entire Planning Area is in an area of "low" sensitivity; urban development or agriculture has probably disturbed or destroyed most of the cultural resources that might have been left by the native Salinan people.



2.10 Hazards and Development Constraints

Some of the issues that must be considered in siting new development are: Floodplains; noise exposure from such facilities as airports or railroads; areas of high fire hazards; seismic hazards; or areas subject to soil or geologic failure.

Compared to most other communities, King City is situated in a relatively safe area with few hazards or constraints to urban development.

In King City, the floodplain of San Lorenzo Creek and the Salinas River are the areas subject to the most significant hazard. The City and the County have regulated development within these floodplain areas for many years so as to prevent unsafe occupancy of the floodplain by residents or businesses. Accordingly, there are very few buildings or homes within the floodplain today that would be endangered by a 100-year flood. See Figure 6, Floodplain Boundaries.

Policies are provided in this Safety Element that would continue these regulations in the future. In addition, the issue of flood hazard will be addressed in more detail in the Land Use Element.

Wildland fire hazard is of very limited concern for King City, given its location well removed from dense forests or chaparral vegetation. Industrial and commercial areas -- particularly areas where new growth is likely to occur -- are well-removed from residential areas. This separation of land uses is desirable with respect to control of urban fires. The issue of fire hazard, prevention, and mitigation is addressed in more detail here in the Safety Element.

There are no areas known to be subject to seismic hazard or to soils or geologic failure within King City. There are no known geologic faults situated within the King City Planning Area (see Figure 7 below).

Liquefaction is a condition that may occur when areas of saturated soils are subject to seismic events, and can result in major damages to structural foundations. None of the soil types within King City are known to be subject to liquefaction, with the exception of riverine soils along the Salinas River (see Figure 3), or along San Lorenzo Creek. These issues will also be addressed in this Safety Element.

2.11 Recreational Resources

King City also serves as the gateway to the Los Padres National Forest in the Santa Lucia Range to the west, and to Pinnacles National Monument in the Gabilan Range to the east. These two areas provide substantial areas of mountain habitat and are quite popular for outdoor recreation such as hunting, fishing, hiking, and bird-watching.

The City currently maintains about 15 acres of park land, not including an undeveloped 10-acre park site along San Antonio Road. Most of the City's developed parkland is concentrated in the Municipal Park on Division Street. This facility includes a swimming pool/water slide complex; picnic and barbecue facilities; three lighted tennis courts; playgrounds; three indoor racquetball courts; recreation and meeting room (including child care area); a softball/soccer field and a baseball field. The swim complex includes two full-sized pools, a diving tank and a wading pool. The 156-foot water slide is the only one of its kind within a 100-mile radius. A smaller neighborhood park and playground is located in the Forden neighborhood.

The City's 30-acre, 2,818-yard par 35 golf course is popular and heavily used. Originally opened by the City in 1953, the course was extensively remodeled after the 1995 floods. The golf course is now managed by a private concessionaire.

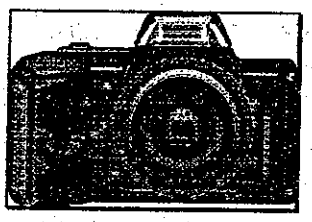
The undeveloped park on San Antonio Road was dedicated to the City as part of the Amstar annexation in the late 1980's. When developed, it is expected to include two ball fields, a soccer field, playground, a concession stand, and parking facilities.

The community also benefits from the County's San Lorenzo Regional Park with 200 acres, just southwest of the City limits. That park accommodates the Agricultural and Rural Life Museum, with a working blacksmith shop, 19th Century schoolhouse and a historic farmhouse. The park also includes a gazebo, volleyball courts, soccer fields, softball areas, picnic and play areas, camping sites, and group facilities.

San Lorenzo Regional Park receives high visitor use, particularly in the spring and fall, and is also visited by various school groups from throughout South Monterey County in order to learn about the historic development of agriculture and the early days of the communities that have grown up in this rural area. Visitors also may venture onto the nearby levee to view the river; although access is limited to a streamside nature trail.

The City's recreation programs and facilities are open to non-residents for a fee. Currently, the facilities available to city appear to be adequate for the existing population. As additional growth occurs, new facilities will be needed in order to sustain current programs. Many of the existing facilities will also require renovation or modernization. Additional data are provided in the Environmental Impact Report.

Issues of recreational use and park planning will be addressed to some degree in the Conservation and Open Space Elements. The City may wish, however, to adopt a separate Parks and Recreation Element if it chooses to place greater emphasis on future acquisitions, improved facilities, or better management of its parkland and recreational facilities.



2.12 Visual and Scenic Resources

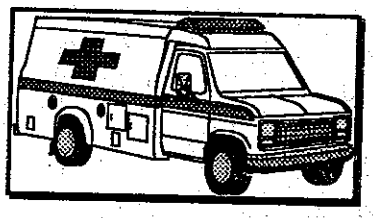
Most of southern Monterey County could be considered "scenic" due to its rural character and agricultural setting. A varied landscape surrounds the community, including the flat valley with its rolling river and row crops, framed by gently rolling hillsides. This landscape, together with the compact size of the urban area, assures a pleasant visual background for the community. The approaches to King City on Highway 101 are characterized by broad expanses of cropland broken by occasional farmhouses, tall windrows of eucalyptus, and the riparian forests along the Salinas River and its tributaries.

The high mountains of the Los Padres National Forest, to the west of the community, are bisected by Pine Canyon. The Santa Lucia Range provides a visual frame of reference for the entire community, particularly when blanketed by the frequent coastal fogs that wander back and forth over the top of the mountains during the summer months.

To the east, the Gabilan Range is more distant and less dominating, but still provides a visual definition to the community and contributes to its "sense of place."

King City presents a visual image to travelers on Highway 101 of a moderate-size community that serves as a retailing center for South Monterey County. The traveler on Highway 101 does not see the residential neighborhoods of King City from the freeway, with the exception of the Royal Coach Park neighborhood and the Rio Plaza Mobile Home Park in the Forden tract.

The strongest visual images of King City are, of course, the retail and visitor-serving uses such as the King City Center and the various motels, gas stations, and restaurants along the freeway. Besides these uses, however, King City also reveals its recreational orientation to motorists on Highway 101. Both the municipal golf course and the County fairgrounds adjoin the freeway and provide strong visual landmarks to the community.



2.13 Public Safety Infrastructure

In order to make sound decisions about safety in the Safety Element, it is important to set out the current status of public safety services in King City. This section presents a brief summary of the local, State, and Federal agencies that provide police, fire protection, and emergency services to King City. For locations of the various safety and infrastructure facilities discussed in this section, please see Figure 8 below.

2.13.1 Local Government Administration

Most emergency services in King City are administered by the municipal government. King City was incorporated in 1911 as a general law city, with a council/manager form of government. The city's administrative staff consists of the city manager, finance director, building and planning official, public works director, recreation director, economic development director, and related clerical and accounting personnel.

Most of the City's functions are situated in the City Hall building on South Vandenhurst Avenue. The Police Department and Fire Station are located nearby on Bassett Street between Russ and Vandenhurst Avenues. The City's corporation yard is located on Bitterwater Road.

The County of Monterey also administers safety services, particularly the Sheriff's Department. The seat of County government is in Salinas, approximately 40 miles to the north. The State of California and the U.S. government also provide fire safety services to their respective jurisdictions in the wildland areas around King City.

King City contracts with the County Office of Emergency Services for "911" emergency calls and dispatching service. This agency has an enhanced computerized screening facility that enables the dispatcher to determine immediately the origin of the call. This computer-aided dispatching system is now in the process of being updated to improve its speed and reliability.

Ambulance service for King City is provided by Peninsula Paramedics under con-

tract with the County's Emergency Medical Services Agency. The contract specifies performance standards for this company with penalties that are enforced if response times exceed certain limits within the community. The current contract was initiated in January, 1996 and provides advanced life support (ALS) systems with a paramedic and EMT I onboard with each unit. The ambulance company provides a total of 9 to 14 ambulances serving most of the county; one of these units is at a fixed base in King City at all times.

In addition, the County contracts with helicopter ambulance/ALS service through private companies located in Gilroy and in Fresno. The California Highway Patrol also has a helicopter based in Paso Robles airport. Although the CHP helicopter has a primary law enforcement mission, it is also available for medical emergencies and has been used very often to lift patients from accident scenes in southern Monterey County. Typically these emergencies are routed to Mee Memorial in King City, which has a lighted helipad for this purpose.

2.13.2 Police Protection

The City's Police Department provides primary public safety services within the city limits, and backup to the County Sheriff in nearby unincorporated areas. The City's police are headquartered in a relatively new, 8,000 s.f. facility adjacent to City Hall. This facility has capacity both for new and projected growth. Currently, the police force includes 16 sworn staff including the Police Chief, three sergeants, a corporal, and 11 patrolmen.

The County Sheriff serves the unincorporated area around King City from a headquarters facility located within the general County offices on Franciscan Way. Additional service is provided by the California Highway Patrol, with headquarters on Broadway Circle. The CHP provides law enforcement on all unincorporated roadways and State highways.

2.13.3 Fire Protection

The King City Fire Department is also situated in a relatively new building, centrally located across from City Hall and well-situated to serve the entire community. The Department relies on three paid staff (including the Chief) and over 2 dozen volunteers to supplement its professional staff. It utilizes three pumper trucks, each with over 1,000 gallons capacity. Fire trucks are dispatched from the central "911" office.

The City is rated a "5" by the Insurance Services Office on a scale of 1 to 10. The Department had adequate facilities, equipment, and personnel to sustain this rating and to serve the community's future growth. As with the Police Department, ordinance #490 provides impact mitigation funding for the Department from new development. This funding is dedicated exclusively to the purchase of capital equipment and facilities.

Outside of the city limits, fire protection is provided by CSA #61, which works with the California Department of Forestry (CDF) to provide wildland and structural fire protection in the unincorporated around King City. The CDF station is currently located on Canal Street, next to the U.S. Forest Service District Office. This station was originally a Forest Service District headquarters station, but now serves only to accommodate the fire protection staff. There are two engines and bulldozer stationed there, typically staffed

year-round by 4 captains, 2 engineers, and 2 equipment operators. During fire season, an additional 11 fire fighters are employed at the station. The CDF crews coordinate their training with the City, and have a mutual aid agreement to back-up fires and emergency situations within the City when needed.

There is some consideration being given at this time to relocation of the CDF station to another site, possibly on Bitterwater Road. The current site is in a part of the city where substantial commercial and residential development has taken place in the last sixty years, and traffic congestion all around the station makes it difficult on some occasions to respond quickly to rural fire service calls. A relocated site would alleviate the possibility of accidents or congestion limiting the ability of the CDF or Forest Service crews responding to fire emergencies.

The ISO rating for parts of the unincorporated area is "6" to "9", depending on distance from the CSA #61 station.

The next section presents the proposed goals, policies, and programs for conservation, open space, and safety in King City.

II. CONSERVATION, OPEN SPACE, AND SAFETY ELEMENT GOALS AND POLICIES

This chapter of the Conservation, Open Space, and Conservation Element, together with Figure 9 , establishes a comprehensive vision for the future management of natural resources within and around King City. This section will set forth the goals, policies and programs to achieve that vision.

Section 1 presents goals, policies, and programs specifically pertaining to the Conservation Element of the general plan. This will include such matters as water resources, agricultural resources, mineral resources, and energy resources. Section 2 presents the goals, policies, and programs which relate to the Open Space Element of the general plan. This will include such matters as environmentally-sensitive areas, riparian habitat, farmland protection, scenic resources and landscape protection, historical and archaeological sites, and parks and recreational facilities. Section 3 will then present goals, policies, and programs with respect to the Safety Element of the general plan. This will include such matters as floodplain management, hazard prevention, and public safety faciiities.

1. CONSERVATION ELEMENT GOALS AND POLICIES

1.1 Water Resources

Water Resources Goal: The City shall assure that groundwater resources available to the city and the planning area are not diminished, nor their quality degraded.

Policy 1.1.1: The City shall preserve and protect all groundwater recharge areas from sources of pollution. Development of prime groundwater recharge areas shall be restricted to land uses that do not cause groundwater contamination, as determined by the County's Director of Environmental Health.

Policy 1.1.2: The City shall regulate development that takes place on groundwater recharge areas to assure that recharge capabilities are not significantly diminished.

Program 1.1.2.1: The City shall work with the Central Coast Regional Water Quality Control Board and other regulatory agencies to identify areas of groundwater recharge, and to monitor and assess the impacts of surface or subsurface discharges upon groundwater resources.

Policy 1.1.3: Due to their primary function in recharging the Valley's groundwater, the City shall not permit development to encroach upon the main channels of the Salinas River and San Lorenzo Creek.

Policy 1.1.4: Full build-out of this general plan shall not exceed the long-term estimated supply of groundwater resources.

1.2 Agricultural Resources

Agricultural Resources Goal: To conserve agricultural resources for future generations; and to preserve viable, prime agricultural lands within the Planning Area which are not required for future urban growth.

Policy 1.2.1: The City shall protect prime agricultural lands, outside of those areas designated for future development by the City, from conversion and encroachment of non-agricultural uses. The City shall designate such viable agricultural resource lands as "A" Agricultural, and shall regulate uses therein to assure that soil resources are not diminished.

Policy 1.2.2: Within the "A" zone, agricultural support services such as coolers, cold storage facilities, loading docks, and farm equipment shops may be approved with a conditional use permit, provided that the City finds that: 1) The land on which the support facilities are proposed is not suitable for cultivation because of irregular terrain, inadequate soils, or other physical constraints which limit agricultural productivity; and 2) The proposed support facilities are a necessary accessory to the cultivation, harvesting, or processing of crops raised by the applicant on the same property where the support facilities are proposed; and 3) The maintenance and operation of the proposed support facilities will not impair the ability to produce crops on either the remaining portion of the subject property, or on neighboring property.

Policy 1.2.3: Within its Industrial and Commercial districts, the City shall encourage agriculture as an industry by accommodating industries and service enterprises that help to package, process, transport, and market agricultural products.

1.3 Mineral Resources

Mineral Resources Goal: To protect significant mineral resources from encroachment or development of incompatible uses.

Policy 1.3.1: The City shall assure that new development does not directly displace nor significantly encroach upon any significant deposits of sand and gravel, hydrocarbons, or other known mineral deposits.

Program 1.3.1.1: The City shall coordinate with the State Division of Oil and Gas and other conservation agencies in order to identify and manage mineral deposits within its planning area.

1.4 Energy Resources

Energy Resources Goal: To assure that all activities of the City, including the approval of new development patterns, do not generate, nor unnecessarily continue, wasteful uses of nonrenewable energy resources.

Policy 1.4.1: The City shall encourage energy-efficient designs within new homes, commercial and industrial buildings, and public facilities.

Policy 1.4.2: The City shall encourage the development and utilization of renewable energy sources such as solar, wind generation, and biomass technologies.

Program 1.4.2.1: The City shall coordinate with the State Energy Commission and the U.S. Environmental Protection Agency to seek reasonable ways to conserve energy resources throughout its operations.

2. OPEN SPACE ELEMENT GOALS AND POLICIES

2.1 Environmentally-Sensitive Lands

Environmentally-Sensitive Lands Goal: To protect environmentally-sensitive lands that are important to the ecological well-being of the planning area; and to conserve natural resources for future generations.

Policy 2.1.1: The City shall assure that environmentally-sensitive lands which are unique, limited, and fragile natural areas, are protected and preserved wherever possible.

Program 2.1.1.1: The City shall work with Monterey County, the State Department of Fish and Game, the U.S. Forest Service, and other agencies to identify environmentally-sensitive habitat areas; and shall promote the conservation of these habitat areas in conjunction with private landowners, other public agencies, and non-profit organizations.

2.2 Riparian Habitat

Riparian Habitat Goal: To preserve riparian habitat areas for general fish and wildlife populations, and particularly for endangered species.

Policy 2.2.1: The City shall strive to preserve and restore wherever possible the riparian habitat of the Salinas River and San Lorenzo Creek, within its Planning Area.

Program 2.2.1.1: The City shall require biological investigations of any proposed development that could significantly impact the riparian habitat of the Salinas River or of San Lorenzo Creek. Such investigations shall assess the significance of natural habitat within the project site, and the degree of any adverse impacts of the proposed

project upon the habitat. The City shall require that significant adverse impacts be fully mitigated wherever possible.

Program 2.2.1.2: Proposed recreational facilities for the City, including golf course fairways or public trails, shall be designed and located in order to protect riparian and wetland habitat.

2.3 Farmland Protection

Farmland Protection Goal: To protect prime agricultural lands, outside of those areas designated for future development by the City, from conversion and encroachment of non-agricultural uses.

Policy 2.3.1: The City shall preserve agricultural land uses on prime farmland designated as Agricultural in the Land Use Element.

Policy 2.3.2: The City shall encourage agriculture as an industry by preserving agricultural land wherever possible, and by accommodating industries and service enterprises that help to package, process, transport, and market agricultural products.

:Program 2.3.2.1: The City shall continue its application of Agricultural zoning to areas designated Agriculture in the Land Use Element.

Program 2.3.2.2: The City shall encourage reversion to acreage for the Smith-Hobson property, in conjunction with a master-planning process to provide a reasonable number of agriculture-related industrial sites close to the railroad. In addition, the proposed First Street bypass shall be routed so as to minimize its impact on agricultural uses of the Smith-Hobson property.

Policy 2.3.3: The City shall require that new, non-agricultural development proposals adjacent to agricultural operations incorporate buffer areas to minimize incompatibilities, and to mitigate against the effects of agricultural operations on adjacent land uses.

Program 2.3.3.1: As part of its review of zoning, subdivision, and use permit approvals, the City shall require that buffer areas be provided as part of any non-agricultural development located adjacent to agricultural land uses. These buffer areas shall be of sufficient size to protect residential development from any significant adverse effects of agricultural operations, including noise, dust, and pesticide applications. The City shall consult with the Monterey County Agricultural Commissioner in the design and management of such buffer areas.

2.4 Scenic Resources and Landscape Protection

Scenic Resources and Landscape Protection Goal: To assure that new development does not destroy or significantly impair the City's scenic resources.

Policy 2.4.1: In reviewing proposed plans for new development proposed along major thoroughfares, particularly entrances to King City, the City shall encourage appropriate site planning, design, building materials, landscaping, and signage to enhance the scenic quality of these thoroughfares.

Program 2.4.1.1: The Planning Commission shall evaluate site plans, elevations, and landscaping plans of new development proposals visible from major thoroughfares, including Highway 101, Broadway Street, San Antonio Road, First Street, and Metz Road. This evaluation shall consider, but not be limited to, appropriate setbacks, open space buffers, landscaping, screening techniques, exterior colors and materials, street furniture, and other amenities.

Policy 2.4.2: The City shall set an example of high-quality design and construction in its own public buildings and infrastructure, particularly in key entries to the City and in areas visible from Highway 101.

Program 2.4.2.1: The City shall require design review by the City Planning Commission and/or another appointed body of the plans for any capital improvement project proposed by the City, including park facilities and signage. This review shall seek to protect scenic values and to project the City's rural character through consistently good municipal design, and shall be exercised particularly for those new facilities that are visible from Highway 101, Broadway Street, Canal Street, River Road, San Antonio Road, or First Street.

Program 2.4.2.2: The City shall seek to have input on the planning and design for State and County projects that are visible from Highway 101, particularly in the Salinas Valley Fairgrounds property.

2.5 Historical and Archaeological Sites

Historical and Archaeological Sites Goal: To assure that new development does not destroy significant examples of the history or pre-history of the community, and to encourage preservation and respect for historical and archaeological sites within and around King City.

Policy 2.5.1: The City shall strive to identify, and where known to protect, significant archaeological sites within its jurisdiction.

Program 2.5.1.1: For major new development, i.e., $\geq$ 2.5 acres, or for smaller projects where it is known or suspected that archaeological resources may be present, the City shall require the applicant to document the location and significance of its archaeological resources.

Program 2.5.1.2: Archaeological resource information shall be incorporated into the environmental impact assessment for the project(s), and impacts upon archaeological resources shall be mitigated to the extent feasible.

Program 2.5.1.3: The City shall pursue all available and reasonable measures to protect archaeological sites, including purchase of archaeological easements, dedication to the City or County, tax relief, purchase development rights, and consideration of reasonable project alternatives.

Policy 2.5.2: The City shall strive to identify, and where known to protect, significant historical sites and structures within its jurisdiction.

Program 2.5.2.1: The City shall encourage and assist eligible property owners to submit applications to qualify appropriate properties and buildings on the National Register of Historic Places and/or the State Landmark Program.

Program 2.5.2.2: The City shall work with property owners to mitigate impacts upon historical buildings wherever feasible, by supporting tax incentives, historic easements, code modifications, and other methods mutually agreeable between the City and landowner.

Program 2.5.2.3: The City shall promote interpretation of the local and regional history through activities and services at San Lorenzo Regional Park.

2.6 Parks and Recreational Facilities

Parks and Recreational Facilities Goal: To assure that adequate park land and recreational facilities are available for the City's population, and for the surrounding unincorporated community.

Policy 2.6.1: The City shall plan and maintain a park system that serves the residential, commercial, and industrial segments of the community.

Program 2.6.1.1: The City shall coordinate park development with population increases and areas of significant new growth within the city.

Program 2.6.1.2: The City shall seek dedication of suitable land along the banks of San Lorenzo Creek downstream of Highway 101 for an expansion of the Municipal golf course. Consideration shall be given to development of additional recreational facilities, consistent with the riparian habitat of San Lorenzo Creek. These may include a recreational trail that could ultimately connect the Municipal Park to San Lorenzo Regional Park along the edges of San Lorenzo Creek and the Salinas River.

Program 2.6.1.3: Work with the Parks and Recreation Department staff and volunteers to develop and maintain park and recreational programs to serve the population of the Planning Area and its surrounding area.

Policy 2.6.2: The City shall continue to require that new subdivisions dedicate park land and/or park in-lieu fees that enable the purchase of park land, and/or to provide recreational facilities.

Policy 2.6.3: Where appropriate, the City shall encourage large new commercial and industrial developments to provide open space and recreational opportunities for their employees to minimize the demand for public open space and recreational facilities.

Policy 2.6.4: The City shall provide a level of funding to maintain and enhance the best park system the City can afford.

Program 2.6.4.1: As per City ordinance, the City shall continue to require the dedication of land and/or payment of in-lieu fees from new subdivisions; and should re-evaluate the ordinance to require fees from new discretionary developments where appropriate.

Program 2.6.4.2: The City shall solicit state open-space, park and recreation, and access grants to acquire park land and/or to expand and develop the City's existing park facilities.

Program 2.6.4.3: Volunteer efforts and private financial resources should be promoted and used in combination with public funds for enhancement, acquisitions, maintenance, and operation of park and recreational facilities. The Recreation Commission and/or Parks and Recreation Director should solicit volunteer efforts and private financial resources.

Policy 2.6.5: The City shall encourage schools to make recreational areas and facilities available for use during non-school hours.

Program 2.6.5.1: The City shall coordinate with local schools to provide reasonable access to school facilities by the general public for recreational purposes. This information shall be made available to the public as part of the city's park and recreation system.

Program 2.6.5.2: The City shall make its own recreational facilities available to the school districts on a reasonable basis, consistent with the

Policy 2.6.6: Park and recreation areas shall be planned, developed, and used in a manner which is compatible with adjacent land uses.

Program 2.6.6.1: Locate and design park and recreation areas to provide for ease of access to pedestrians and bicyclists by incorporating trails, paths, sidewalks, and/or bicycle lanes. This program should be incorporated into a master park and recreation plan.

Program 2.6.6.2: Wind breaks shall be considered for new park and recreational projects in areas determined to be susceptible to prevailing wind. Design and siting of windbreaks shall be reviewed and approved during the development review process.

3. SAFETY ELEMENT GOALS AND POLICIES

3.1 Floodplain Management

Floodplain Management Goal: To protect residents of King City from undue risks of floods, and to reduce damages to property and infrastructure from flooding.

Policy 3.1.1: Proposed development in floodplain areas shall be approved only if adequate measures are provided to avoid or substantially reduce potential flood hazards.

Program 3.1.1.1: Require conformance with the City's floodplain regulations as stated in the Zoning Ordinance for any project within the 100-year floodplain.

Policy 3.1.2: The City shall work with the Monterey County Water Resources Agency on management of new or existing flood control facilities to protect individual properties. Where the City is involved in development or expansion of any flood control facilities, such work shall not be permitted to increase significantly the flood or erosion hazards on other properties.

Program 3.1.2.1: The City shall require a hydrological analysis to assess the potential impacts of new or improved flood control facilities on adjacent downstream properties and on the identified flood plain.

3.2 Hazard Prevention

Hazard Prevention Goal: Reduce the risks from fire hazards, hazardous materials, and seismic events to an acceptable level.

Policy 3.2.1: The City shall continue its mutual aid agreement with CSA 61 and the California Department of Forestry to assure that the best combination of fire protection services are available to the community.

Policy 3.2.2: The City shall seek to coordinate training, dispatching services, and other emergency services with the County and State wherever such arrangements may be found to be mutually beneficial.

Policy 3.2.3: The City shall exercise land use controls to assure that City fire personnel are aware of risks involved in use, storage, and processing of any hazardous materials within the Industrial or Commercial zones of the City.

3.3 Public Safety Facilities

Public Safety Facilities Goal: To provide police and fire protection services at levels adequate for the protection of life and property.

Policy 3.3.1: The City shall designate "PQ" land use for public safety facilities such as police, fire, and emergency services facilities. This zone will designate areas for public and quasi-public facilities and accessory facilities commensurate with the requirements of public agencies and organizations. These facilities shall be conveniently located in or near the areas they are intended to serve.

Program 3.3.1.1: The City shall establish a new zoning district in order to provide improved consistency with the general plan for existing public facilities: "P-Q Public Quasi-Public" for properties owned by the City or another governmental entity such as the County, State, or school district. Overlay symbols on the general plan Land Use Element shall distinguish the various types of public facilities such as city hall, police or fire stations, public schools, parks, library, etc.

Program 3.3.1.2: The City shall develop an annual report on the status of public and quasi-public services and facilities within the City. The report shall identify the need for new City facilities based on existing and anticipated demand and set forth an acquisition and funding program. The City shall acquire private land as necessary to develop new facilities.

Policy 3.3.2: All public safety facilities shall be designed so that their scale, character, and siting will be compatible the surrounding land uses.

Program 3.3.2.1: Through the design review process, condition new public and quasi-public service facilities to be visually compatible with the City's desired character and surrounding land uses.

Policy 3.3.3: The City shall maintain the police station and related facilities located adjacent to City Hall.

Policy 3.3.4: The City shall provide funds, personnel, facilities, equipment, and training to the Police Department at a level necessary to maintain its efficient functioning.

Policy 3.3.5: The City shall provide funds, personnel, facilities, equipment, and training to the Fire Department at a level necessary to maintain its efficient functioning.

Program 3.3.5.1: The City shall make it a top priority to utilize funds acquired through fire protection impact mitigation fees to purchase new engines and other needed fire suppression equipment.

Program 3.3.5.2: Maintain the existing mutual aid agreement with County Service Area #61 and the California Department of Forestry.

Policy 3.3.6: The City shall require that all new development proposals and/or changes in land use be referred to the Fire Department for safety evaluation.

Program 3.3.6.1: As a part of standard permit processing, the Planning Director shall refer discretionary projects to the Fire Department for review and comment prior to preparation of City staff planning reports.

4. IMPLEMENTATION PROGRAM

The King City general plan is to be implemented through a variety of measures. These include, but are not limited to, the use of the Zoning Ordinance, Annexation and Pre-Zoning, Specific Plans, Subdivision Regulations, Development Agreements, Capital Improvements, the Williamson Act, and redevelopment. The Land Use Element provides a detailed description of each of these tools.

5. RELATIONSHIP WITH OTHER GENERAL PLAN ELEMENTS

As noted in the introduction to these Elements, this general plan is comprised of seven required "elements". The others are Land Use, Circulation, Housing, and Noise. Each of these elements deals with a different set of issues, but all bear a certain relationship to the others. The following will briefly summarize the key issues of the other six elements of the general plan, and their relationships to these elements:

- Land Use Element: The portion of the general plan that receives the greatest amount of attention is the Land Use Element, particularly because of its close relationship to zoning, subdivision, and urban development issues. Many of the policies from this element are directly repeated within these elements, and others have been shaped by policies within the Conservation, Open Space, and Safety Elements.

- Circulation Element: Closely correlated with the land use element, the Circulation Element identifies the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public transportation facilities and issues. Proposals within the Circulation Element have a major impact upon the Conservation, Open Space, and Safety Elements through the location of new or wider traffic arteries or intersections, which in turn create additional demands for urban development.

- Housing Element: A comprehensive assessment of current and projected housing needs for all segments of the community and all economic groups. In addition, it embodies the City's policy for providing adequate and affordable housing and includes specific action programs for this purpose. Locations for new affordable housing projects must recognize environmental resources and constraints identified in these Conservation, Open Space, and Safety Elements.

- Noise Element: Identifies and appraises noise problems within the community, and forms the basis for distribution and segregation of land uses based upon their noise compatibility.

6. PROCESS OF ADOPTION

These Conservation, Open Space, and Safety Elements were considered by the following units of government within King City on the dates shown, and adopted as indicated:

Hearing Body	Date of Hearing(s)	Date of Adoption
Planning Commission	August 3, September 2, September 16, October 7	October 21, 1997
City Council	September 23	October 28, 1997

APPENDIX

A-1: STATE LAWS AND REGULATIONS

The following sections provide a summary of various State laws and regulations that impact upon the city's Conservation, Open Space, and Safety policies. These include the California Environmental Quality Act (CEQA), California Land Conservation Act (Williamson Act), and the Cortese-Knox Local Reorganization Act (LAFCO Act).

California Environmental Quality Act (CEQA)

The California Environmental Quality Act (CEQA) states that, "when a lead agency determines that there is substantial evidence that a project may have a significant effect on the environment, the agency shall prepare a draft EIR" (CEQA Section 15064, emphasis added). CEQA Guidelines state that "a project will normally have a significant effect on the environment if it will convert prime agricultural land to non-agricultural use or impair the agricultural productivity of prime agricultural land".

Under these Guidelines, a local agency would normally be required to prepare an EIR prior to approving a project that would result in the conversion of prime agricultural land to other uses. The EIR may conclude, however, that there are ways to mitigate the proposed loss of agricultural land to a level of insignificance. This may be accomplished, for example, by revising the project so that development is directed away from the prime land, or by requiring that the potential negative impacts are offset by mitigation measures that will benefit agriculture.

Nevertheless, if an EIR determines that a proposed conversion of agricultural land will result in significant unavoidable impacts, the local agency still has the option of approving the project. In fact, CEQA requires that local agencies "balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve the project. If the benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered acceptable." (CEQA Guidelines Section 15093)

To approve a project that will have significant unavoidable impacts, the local agency must make written findings that the unavoidable impacts are acceptable due to "overriding considerations". The agency's written findings must state the specific reasons for approving the project despite the obvious negative environmental impacts. Furthermore, the findings must be supported by "substantial evidence". Typically, statements of overriding considerations focus on the need to create new jobs, provide additional housing, generate more tax revenues, etc.

In summary, the proposed conversion of prime agricultural land would probably necessitate the preparation of an Environmental Impact Report. Although CEQA does not define "prime agriculture land", it is generally considered to be those soils defined by the Soil Conservation Service as being prime. If the EIR determines that the loss of agricultural land would be a significant unavoidable impact, the local agency must make findings of overriding consideration, based on substantial evidence, before it can approve the conversion.

California Land Conservation Act (Williamson Act)

The Williamson Act was adopted in 1965 to preserve prime agricultural lands for continued agricultural production. Under the program, counties and cities are allowed to establish agricultural preserves within their jurisdictions. If agricultural property owners agree, through binding contract with the city or county, to include their land within an agricultural preserve for at least 10 years, their land is assessed for property tax purposes according to its ability to produce agricultural income, rather than through its value on the open market. This can result in significant tax savings. At the end of each year, another year is added to the term of the contract, so that it remains a 10-year commitment of the land to agriculture. The contracts cannot be cancelled except through highly unusual and

difficult circumstances; either party can, however, elect to "non-renew" the contract. In that case, the contract would expire after the remaining term of the contract (at least 10 years). During that ten-year period after non-renewal, however, property taxes will gradually rise until they achieve the market-value assessment.

To qualify for inclusion in a County agricultural preserve based on agricultural use, the County applies various criteria to assure that the land is eligible under the State law. All contracts are with the County of Monterey, although King City could establish its own contract with eligible property owners within the City limits.

By reducing property taxes to Williamson Act participants, the county and city forfeit some tax revenues they would otherwise collect due to a higher assessment on non-contracted land. Under the State's Open Space Subvention Act, the State is required to reimburse (or "subvene") the county and city a portion of the foregone property tax revenue that they lose by having land under Williamson Act contract. The proportion of foregone tax revenues reimbursed by state subvention payments to participating counties throughout California ranged from 14 to 94 percent in 1989 (University of California Agricultural Issues Center, 1989). State subvention payments to Monterey County for Williamson Act parcels vary, depending on a parcel's soil classification (prime vs. non-prime) and its proximity to urban areas.

Cortese-Knox Local Reorganization Act

In 1985, the State Legislature adopted the Cortese-Knox Local Reorganization Act to regulate city and county boundary formations, including annexations, incorporations, and changes to adopted "spheres of influence". Found in Section 56300 of the State Government Code, the Cortese-Knox Local Reorganization Act requires each county in California to establish a Local Agency Formation Commission (LAFCO) to regulate their boundary formations and changes.

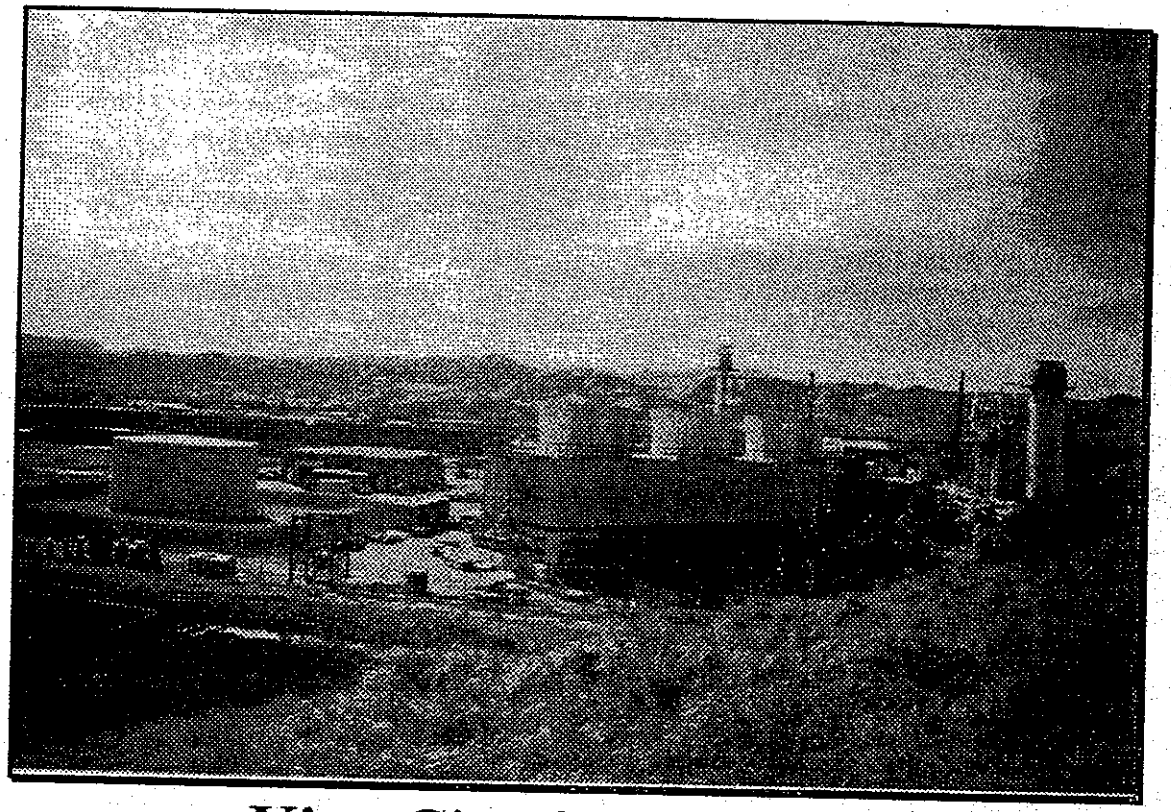
In Monterey County, LAFCO consists of two members of the County Board of Supervisors, two city councilmembers representing the county's incorporated cities, and one member from the general public selected by the other four members. Its staff is provided by the County Administrative Office. Prior to any incorporation of a new city or special district, or any annexation or change in the "sphere of influence" of a special district or of a city, LAFCO must review and approve the proposed change.

Furthermore, Section 56377 of the State Government Code mandates that LAFCO review the impact that a proposed incorporation or boundary change might have on prime agricultural land. Specifically, the law says:

> "Development or use of land for other than open-space uses shall be guided away from existing prime agricultural lands in open-space use toward areas containing non-prime agricultural lands, unless that action would not promote planned, orderly, efficient development of an area."

Although this language does not preclude LAFCO from approving conversion of prime agricultural land, it strongly discourages it. Additionally, LAFCO actions are subject to the California Environmental Quality Act, and typically the Monterey County LAFCO has required an EIR for any annexation that would impact prime agricultural lands.

Spheres of influence within or near King City have been established by the Monterey LAFCO for the city. Using these "Spheres of influence", the Monterey County LAFCO may discourage annexations within the Planning Area.



King City General Plan

ECONOMIC DEVELOPMENT ELEMENT

KING CITY
CALIFORNIA

Planning Department
212 South Vandenhurst Ave., King City, CA 93930

November 1998

King City General Plan
Economic Development Element

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King City General Plan Economic Development Element

I. A STRATEGY FOR ECONOMIC DEVELOPMENT

1. Introduction

Under State law, cities are required to prepare and periodically update a "comprehensive, long-term general plan for the physical development of the city...", which is to be "an integrated, internally consistent and compatible statement of policies." The law requires that a general plan include seven "elements", each with specified content. These include the Land Use, Circulation, Housing, Noise, Safety, Conservation, and Open Space elements.

The general plan has taken on substantial legal significance in recent years, with enforceable requirements that local actions on subdivisions, development permits, public works projects, and small-scale plans ("specific plans") be consistent with the general plan. Each element must also be consistent with the other elements -- in other words, the plan must be internally consistent.

The law also permits--but does not require--the City to adopt any other "optional elements" of its general plan which "relate to the physical development of the ... city." Upon adoption, an optional element becomes an integral part of the general plan, with the same force and effect as the other elements.

King City has elected to adopt this *Economic Development Element* of its general plan as an optional element. The Economic Development Element has been written so as to be consistent with each of the other elements of the City's general plan. In turn, all other mandatory general plan elements--as well as zoning, subdivisions, public works projects, and specific plans--must be consistent with this Economic Development Element.

By adopting this plan, the City intends to send a clear message from its citizens, elected officials, municipal staff, and all organizations affiliated with the City as to the priority that it gives to sound and sustainable economic development.

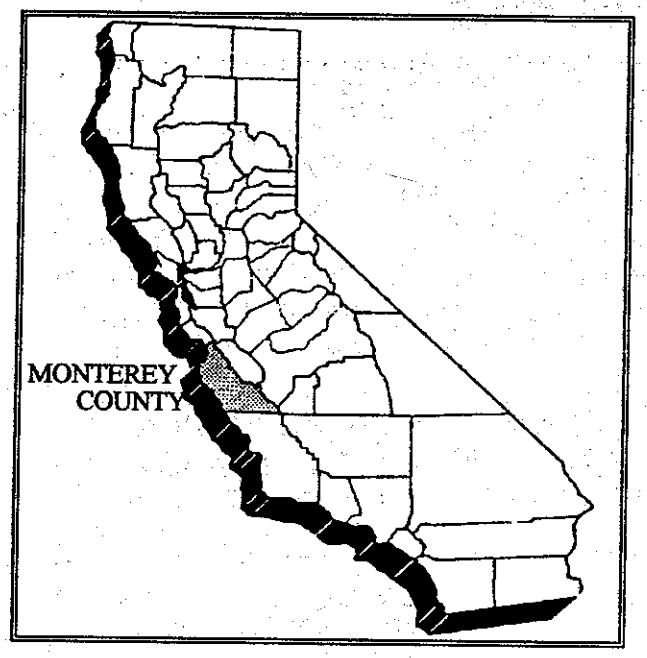
This Economic Development Element is intended to function as a a fundamental part of the general plan--as an "article" within the "constitution" for the community. The general plan as a whole is intended to set forth the direction of future growth and development over a long-term time horizon, at least 20 years. In a sense, the Economic Development Element provides the economic "vision" of the community, and will set forth specific policies, goals, strategies, and actions that are needed in order to make that vision a reality.

Good planning and a sound vision is a prerequisite for orderly development. In today's competitive world, a prosperous economy is possible only when a community is well planned. Economic progress only occurs when private entrepreneurs have confidence in City governance. A solid community planning process, with full participation by all those affected, is one of the best ways to obtain that confidence.

This document is organized into two sections: This first section, the "Strategy for Economic Development", providing background information needed to prepare the actual general plan proposals. It contains basic data about the community with respect to its population and economic base. The second section is where the City sets forth its goals, objectives, policies, and programs -- specific actions designed to accomplish its vision of its future.

2. Regional Setting

King City is located within southern Monterey County, surrounded by rich farmland along the Salinas River. Monterey County, in turn, lies in the Central Coast of California, just south of the rapidly-growing nine-county San Francisco Bay Area.

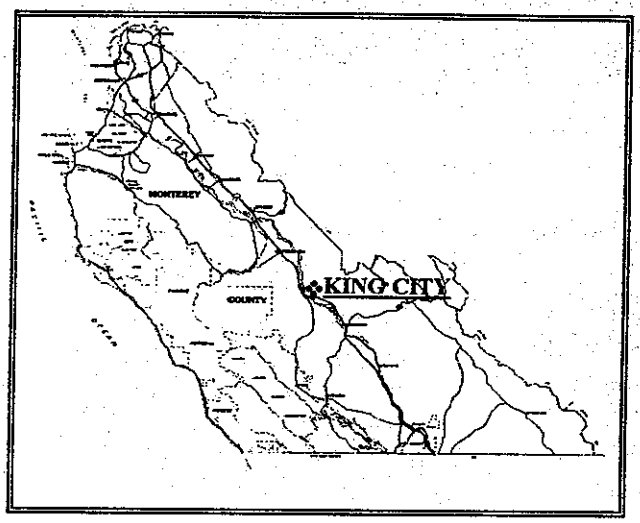


Monterey County in relation to California

From the west, Pine Canyon Creek drains a large area of the Santa Lucia Mountains and the Los Padres National Forest. These mountains rise to elevations of over 5,000 feet, and provide a rugged barrier between the Salinas Valley and the Pacific Ocean. The Santa Lucias are composed largely of metamorphic rock, with oak and pine woodlands and chaparral, giving way to grasslands in the foothills that shape the western edge of the Salinas Valley.

To the east lie the Gabilan and Diablo Ranges, which consist mostly of rolling, grass-covered foothills interspersed with chaparral and occasional pasture, cropland, and vineyards.

The combination of deep soils and the mild climate of the Salinas Valley provides the basis for much of the economic base of Monterey County. Agriculture lies at the heart of the community's economic and cultural life in King City.



King City lies in the southern part of Monterey County

3. Historical Development

King City has benefitted from a compact physical layout dating from its origin in the nineteenth century. The city was originally incorporated in 1911, with 699 residents. Today, with over 10,000 residents, the community has retained much the same "small town" character that has historically provided a high quality of life.

In the late 1950's, when Highway 101 was upgraded to freeway status, it was decided by the State Highway Commission to continue to route the highway through King City rather than leave the route on the west side of the Salinas River. This key decision assured

that the community would survive economically.

In recent years, visitor-serving and highway-related development have added to the visibility of the community from Highway 101, shaped a new identity for the city, and provided an important contribution to the local economy. At the same time, the focus of commercial activity has shifted along Broadway Street from northeast to southwest, closer to the freeway. The community is just beginning to experience the significance of this shift in its business center.

In the unincorporated area surrounding King City, Monterey County land use policies have generally kept parcel sizes large in order to encourage continued agricultural uses. The one area where residential use has been permitted in the unincorporated area is the Pine Canyon area to the southwest, across U.S. 101 and the Salinas River from the city.

See Figure ED-1, King City and Surrounding Region, in Section One of the Consolidated Plan Document.

4. Social and Economic Conditions

As it grows, the characteristics of King City's population are changing. These changes reflect trends that are occurring within Monterey County as a whole, and within the State of California.

This section of the Economic Development Element presents current population trends and projections, employment base, housing and neighborhood changes, and basic transportation data. Most of the data presented below is from the 1990 U.S. Census, but other more recent data is provided where applicable.

4.1 Population Trends and Projections

King City's growth in recent years has been steady, and in some years very strong. Between January 1, 1994 and 1995, the State Department of Finance estimated that over 600 residents were added to the City's population, a growth rate of 6.7% over that year.

Historically, the community's growth rate has averaged about 3.9% per year over the previous two decades, as seen in Table 1 below.

Table 1: King City Population Growth, 1970 - 1995

Year	Population	% Annual Change
1970	3,717	N.A.
1980	5,495	3.99%
1985	6,810	4.38%
1990	7,739	2.59%
1995	9,697	4.61%
% Total Change, 1970 - 95 =		161.00%
% Ave. Change, 1970-95 =		3.91%

Source: U.S. Census and State Dept. of Finance

As seen above, King City's growth has varied from about 2-1/2% over the late 80's, to its highest annual rate of almost 5% during the first half of the 90's.

Monterey County as a whole has gained population at a less rapid rate. The following table presents comparable figures for Monterey County's growth over the period of 1980 - 1995:

Table 2: Monterey County Population Growth, 1980 - 1995

Year	Population	% Annual Change
1980	290,444	N.A.
1990	360,241	2.18%
1995	370,996	0.59%

Source: U.S. Census, State Department of Finance

As seen above, Monterey County's growth rate declined from a rate of about 2.18% during the 1980's to less than 1% for the first half of the 90's. For the full 15-year period, the average rate is 1.65%, less than half the growth rate for King City.

Future populations for all of the cities in the region were forecast in a 1994 study by the regional planning agency for Monterey and Santa Cruz Counties, Association of Monterey Bay Area Governments, (AMBAG). That study estimated that population for King City would follow a much smaller rate of annual growth. Although the AMBAG projections are not used for this general plan, they are shown for reference purposes in Table 3 below:

Table 3: AMBAG Population Forecasts, Monterey County and City of King

Jurisdiction	1995 (est.)	2000	2005	2010	2015
City of King:	9,450	10,190	10,730	11,140	11,840
Ave. Ann. % Growth Rate	N/A	1.52%	1.04%	0.75%	1.23%
Monterey Co.:	361,448	394,171	440,295	478,623	519,969
Ave. Annl. % Growth Rate	N/A	1.75	2.24%	1.68%	1.67%

Source: Association of Monterey Bay Area Governments, 1994 Regional Population and Economic Forecast. Note that 1995 population estimates from that year have already been exceeded.

The 1994 AMBAG forecasts shown in Table 3 would appear to be in denial of historical growth trends for the last 15 years, which showed King City's growth generally to exceed that of the County as a whole. AMBAG would place King City's growth at substantially less than that of the County.

In place of the AMBAG forecasts, this general plan will be based upon a more realistic forecast of King City's population growth. This forecast, shown in Table 4 below, is based upon King City maintaining the same growth rate as it has over the past 15 to 25 years, i.e. 3.9%. This is a higher growth rate than the County, which has also been consistently true for the last 25 years (King City at 3.9% versus the County at 1.64% average annual growth). It is not as high, however, as the 4.6% annual growth rate experienced during the first five years of the 90's. Over this recent period, the community's growth has been spurred by unusual conditions that should not be anticipated to continue indefinitely. Still, a growth rate of close to 4% would be considered quite high by most communities. If growth does continue at this pace, the rate of growth might ultimately become a matter of controversy within the community.

Table 4: Projected King City Population Growth, 1995 - 2015

Year	Population
1995	9,697 *
2000	11,740
2005	14,215
2010	17,215
2015	20,842

* Estimated by California Dept. of Finance

Source: Perspective Planning, 1995. Based upon average annual growth of 3.9%.

The above forecast shows that the City's population would be expected to double in less than 20 years. It is considered to be more realistic, however, than the AMBAG projections, which forecast that the City would not reach the level of 11,000 persons until the year 2015. In the alternative population projection shown in Table 4, this level would be reached by the year 2000. It is likely that the City has already exceeded 10,000 in total population.

The Housing Element provides greater detail about population characteristics including family size, age, ethnicity, and other factors.

4.2 Employment and Economic Base

The economic base of King City is concentrated on agriculture and agriculture-related services, primarily food processing and packaging. Over the last fifteen years, substantial growth has occurred in this sector. Currently, the City is home to several food processing plants, including Basic Vegetable Products, Cal Compack, Rio Farms, Meyer Tomatoes, and Pacific Valley Harvesting.

In addition, a co-generation power plant related to the city's major food processing plant (Basic Vegetable) has stimulated even more employment since its completion in 1990. These facilities are situated near the intersection of Metz Road and Airport Drive in the north of the City, and are highly visible

from a distance of over two miles along Highway 101.

See Table 5 below, as well as Figure ED-2, King City Economic Zones, in Section One of the Consolidated Plan Document.

Table 5: King City Labor Force, 1990		
Sector	# Employed	% of Total
Agriculture	1,193	38.5%
Mining	22	0.7%
Construction	206	6.6%
Manufacturing:		
Nondurable	249	8.0%
Durable	15	0.5%
Transportation	19	0.6%
Communication & Public Utilities	37	1.2%
Wholesale Trade	134	4.3%
Retail Trade	434	14.0%
Finance, Insurance & Real Estate	57	1.8%
Services:		
Business & Repair	101	3.3%
Personal	26	0.8%
Entertainment	25	0.8%
Health	133	4.3%
Education	218	7.0%
Other Professional	52	1.7%
Public Administration	177	5.7%
Total:	3,098	100.0%

Source: U.S. Census Bureau, 1990 Census

There have been substantial changes in the composition of the economic base for Monterey County and for King City since the 1990 Census. The Defense Department has closed Fort Ord and substantially reduced the workforce at Fort Hunter-Liggett, both of which lie within commuting distance of King City. Thus, government employment (especially military personnel) is significantly lower than the figure represented in the 1990 data.

Unemployment in Monterey County has been running higher than for the State of California as a whole in recent years. The unemployment rate in the Salinas/Monterey county Metropolitan Statistical Area was an estimated 8.3 percent during October 1995. Seasonal factors dominate the local job market. With the end of the tourist and food

processing season in late fall, job reductions typically occur in most industry groups. Unemployment in the mid-winter months is usually close to 20%.

Monterey County's employment base is changing in many ways. With the redevelopment of Fort Ord as the newest campus of the California State University system, it is expected that several thousand jobs will be created at the new campus over the next five-ten years. The higher education sector typically provides higher average earnings than the military. The "multiplier effect" from CSUMB is thus expected to generate several thousand additional jobs regionally, in construction and in services related to the university. The key limiting factor to this sector is the rate at which enrollment is allowed to grow at the new CSU Monterey Bay.

Several of the County's industries have added jobs in recent years: Public education, construction, retail trade, nondurable wholesale trade, hotels and other lodging, and health-care services. The State and national economies are currently in a slow but steady recovery, leading to hopes that Monterey County will also reduce its chronically high seasonal unemployment rate.

King City is also making a strategic shift in its economic development plans for the future. The city intends to invest substantial sums in roads, bridges, and other infrastructure to improve access and services to its primary industrial area near the Airport, the East Ranch and Silva Ranch projects. The City is applying redevelopment funding to improvements at the East Ranch Industrial Park in order to attract new investment.

With this investment, the City intends to diversify its economic base by attracting more permanent and stable industries. By this means, the City plans to alleviate high rates of seasonal unemployment.

Agriculture and food processing will likely remain, however, as the economic lifeblood of King City and surrounding communities in southern Monterey County. Several policies and programs of this Economic Development Element are designed to encourage new industries that will meet the community's high standards to locate within King City. These include such sectors as warehousing and distribution, "footloose" manufacturing, export-oriented firms, emerging technologies, and business services.

Section II of this Economic Development Element will provide a set of policies and action programs for accomplishing this strategic shift.

4.3 Commercial Uses

King City has historically served as the retailing and service center for all of Southern Monterey County. Its strategic location along Highway 101 assures that this role will continue.

It is also clear, however, that traffic patterns that dictate retail property values have shifted within the community over the last 25-30 years. In the past, the central core of the community formerly was located at the upper, eastern end of Broadway Street. It

now appears that more retail transactions take place at the lower, western end of this street. As developers create more retail centers on several large, vacant parcels near Highway 101 along Franciscan Way, this trend may be expected to accelerate.

Upper Broadway Street will probably continue as the more desirable location for specialty retailing, financial and insurance offices, and entertainment. Lower Broadway Street will probably expand in general retailing, freeway- and visitor-oriented development, and medical offices related to Mee Memorial Hospital.

Auto-oriented and service commercial development is found throughout many of the retail zones of the city, but particularly along First and Second Streets and in industrial areas east of the railroad tracks. Trucking facilities are located in proximity to the railroad and along Airport Drive and Bitterwater Road.

Policies and programs are provided in the Land Use Element to guide and direct commercial growth in the future in a manner that respects the existing pattern of retail activity. In addition, this Economic Development Element is intended to provide a comprehensive framework for integrating new retail commercial development with the existing local retail centers. A primary goal of these policies is to retain city's role as the retail hub of the South County.

The next section will provide the policies and action programs for economic development in King City.

II. ECONOMIC DEVELOPMENT GOALS, POLICIES, and ACTION PROGRAMS

The following goals, policies, and action programs are adopted by King City in order to provide a framework for its future economic development:

VISION: To facilitate a stable community economy and high quality of life by fostering new investment to generate new and improved property values, municipal revenue, and employment opportunities.

GOALS:

1. **Enhance awareness of investment potential of King City to both local and external business.**
2. **Assist existing local enterprises to remain and to expand within King City.**
3. **Promote diversification of the King City economic base in order to provide year-round full employment.**
4. **Encourage the development, marketing, and sale of East Ranch Business Park in accordance with appropriate standards.**

Policies:

A. **The City shall establish an "ambassador" program to meet with interested business prospects and promote King City as a business location.**

B. **The City shall encourage strategic alliances between local government and existing or potential businesses to improve competitiveness and promote local exports.**

C. **City staff and representatives will network with other business associations, real estate brokers, and economic development entities in Monterey County and in California.**

D. **The City will prepare and regularly update a "community profile" with appropriate text and graphics to promote the city as a business location; will regularly issue news releases about business trends within the region; and will strategically advertise in**

appropriate publications to reach the intended market for location consultants, entrepreneurs, and other economic development opportunities.

E. The City will specifically target the following economic sectors for future development within the community in order to improve the city's economic base:

- **Warehouse and distribution;**
- **Trucking and transport;**
- **Agri-business supply and services;**
- **Food processing;**
- **Agri-business research and development;**
- **Environmental technology and waste management; and**
- **Telecommunications.**

Priority will be given to those firms that will contribute to year-round or off-peak employment opportunities.

F. The City will actively seek local expansion of vocational, business, and academic/ professional training opportunities through extension programs at CSU Monterey Bay and Hartnell College.

F. The City will prepare and implement an urban design plan to revitalize Broadway Street as a retail commercial corridor, and First Street as a mixed service commercial and retail commercial corridor. The downtown area should emphasize those uses that would contribute to a pedestrian-oriented shopping atmosphere, such as restaurants, jewelry, clothing, gift stores, and entertainment.

H. The City will strive to retain its position as the retail hub of South County. New retail development and shopping centers will be encouraged to locate within properly-zoned properties within the community.

Action Programs:

1. The City Economic Development Director will generate and follow up on contacts with potential business prospects at every opportunity.

2. The City Council and Administrator will provide full financial and logistical support, within the limits established in the annual budget, to provide the economic development program with the tools needed to initiate contacts, build networks, and respond to inquiries effectively.

3. The City Planning Commission and Council will provide regular monitoring and performance evaluation to the economic development program to assess its achievement of specified goals, evaluate relative effectiveness, and pro-

vide guidance and direction. At least two formal performance reports shall be reviewed annually, summarizing activities and measuring performance against the indicators established above.

4. Use permit applications and development plans for new industrial and commercial developments will be reviewed as expeditiously as possible, within the constraints of State law and local ordinance.

5. When new retail development is proposed that would exceed 100,000 s.f. in gross leasable area, the City will generally require an economic analysis to assess the impact that such development would have upon the distribution of regional retail sales and municipal sales tax receipts. Where such a study reveals that a new retail development would not result in any significant net new retail sales to the community, the developer shall be encouraged to obtain leasing commitments from stores that are complementary -- rather than competitive -- with the existing retail opportunities provided within the community.